

INSTALLATION INSTRUCTIONS FOR POWERGLIDE STD. LOW & HIGH GEAR BRAKE KIT , STD. PATTERN (# 12024)

Thank you for purchasing a Coan Racing performance product. Since 1976, Coan Engineering has been the leader in hi-performance race transmissions and converters. Our ongoing research and development assures that you have purchased the best products available.

*** COMMITMENT * PERFORMANCE * RELIABILITY *
* A WINNING COMBINATION ***

Caution: Trans-brake can be activated in low and high gears. It is imperative that you install a power interrupting device between trans-brake solenoid and 12V source. A power-interrupting device will totally disable trans-brake solenoid for a predetermined amount of time. This device will prevent accidental re-engagement of the trans-brake in high gear during the run. Re-engagement of the trans-brake in high or low gear will cause the rear tires to lock up.

The scope of these instructions will be aimed at the installation of this kit and it is assumed that the transmission will be rebuilt properly to work with this valve body. If necessary refer to a transmission manual for detailed instructions on disassembly and reassembly of the Powerglide transmission.

The transmission needs to be completely disassembled, including the reverse piston, and thoroughly cleaned.

1. It is necessary to drill the reverse passage using a 5/16" drill. Drill all the way through the case as shown (Figure 1.)
2. Now drill 5/16" from the bottom port until you intersect the previously drilled a hole (Figure 2.)
 - After deburring the holes and cleaning the case, reassembly can be started.
3. It is recommended to stack the reverse pack with 5 frictions and 6 steels. With a reverse piston thickness of .900" you should get a clutch pack clearance of .050" - .060" which can be checked through the inspection hole in the bottom of the case.
4. Install new valve body. Make sure the manual selector valve is properly aligned with linkage pin.
5. Install solenoid and gasket/o-ring.

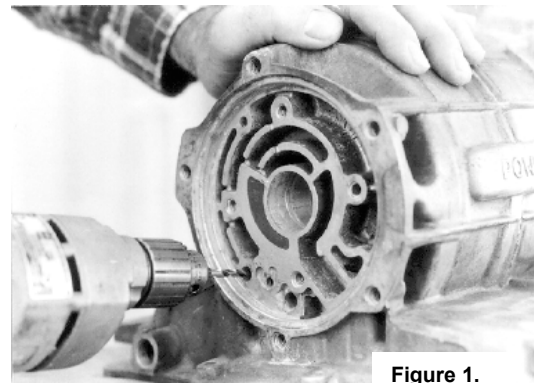


Figure 1.

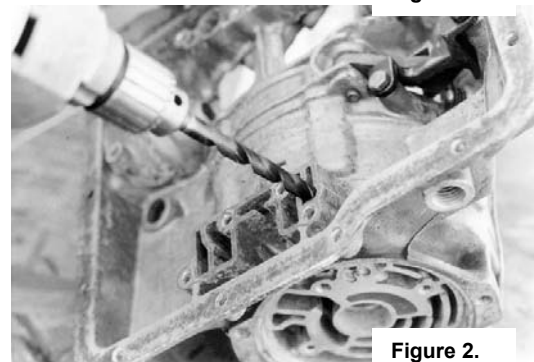


Figure 2.

6. On a shorty transmission, install a gasket between shorty plate and case. On a standard length transmission, install a gasket between rear support and case. This will prevent pressure leak in the reverse apply circuits. An improper seal between the case and rear support will cause the trans-brake failure.
 7. Install filter and tighten bolts to 36 in-lbs.
 8. Reinstall pan and tighten bolts to 72-108 in-lbs.
 9. Proper low band adjustment is crucial. Tighten adjusting screw to 70 in-lbs. Loosen screw 3 ½ turns and tighten lock nut.
 10. Check and maintain proper fluid level.
- ***NOTE: Cooler fittings should never be plugged.** If a cooler is not used, connect the lines together with a loop.

After assembly of transmission is completed, necessary wiring for the solenoid can be done. Position the momentary switch on the shifter or wherever it is comfortable. Run a wire from lead of switch to a twelve volt source, the other lead is connected to the red (+) wire on the solenoid. The black (-) wire on the solenoid should be connected to a good clean chassis ground. Be sure to use good wiring connections.

Std. Low & High Gear Brake Kit Components

1. Valve body assembly with manual valve.
2. Modulator gasket/o-ring.
3. Solenoid.
4. Standard brake valve and spring.

If you have any questions regarding the proper installation and/or operation of a Coan Racing product, please call (765) 456-3957. You may also fax us at (765) 456-3960, or e-mail at coan@coanracing.com.

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