

INSTALLATION INSTRUCTIONS FOR POWERGLIDE INTERNAL BRAKE KIT W/REV LOCKOUT SAFETY FEATURE (# 12026)

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

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 should be completely disassembled including the reverse piston. It is necessary to increase the size of the reverse apply passages by using a 5/16" drill as shown in the photos.

1. Drill this hole first--all the way through the case (Figure 1.)
2. Next, drill this hole until it intersects with the first 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. Reassemble the rest of the transmission. Proper low band adjustment is crucial. Tighten adjusting screw to 70 in-lbs. Loosen screw 3 1/2 turns and tighten lock nut.
4. Install new valve body making sure the manual selector valve is properly aligned with the linkage pin. Before completely tightening bolts, put return spring into hollow end of brake, apply valve and make sure it will slide freely through the tapped hole in the case into its bore in the valve body. (Stock modulator location) Tighten valve body bolts to 132 in-lbs.

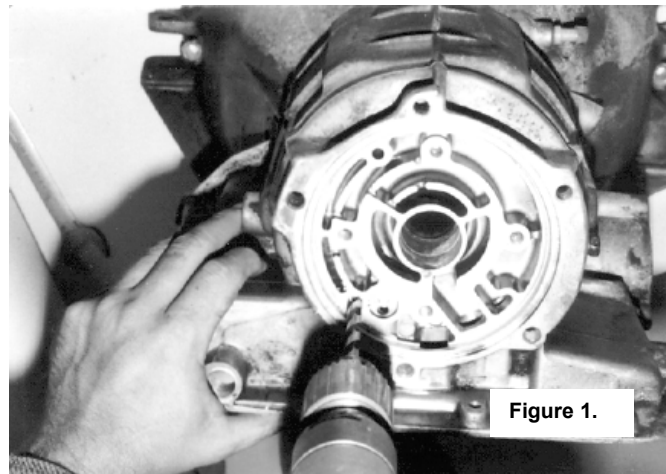


Figure 1.

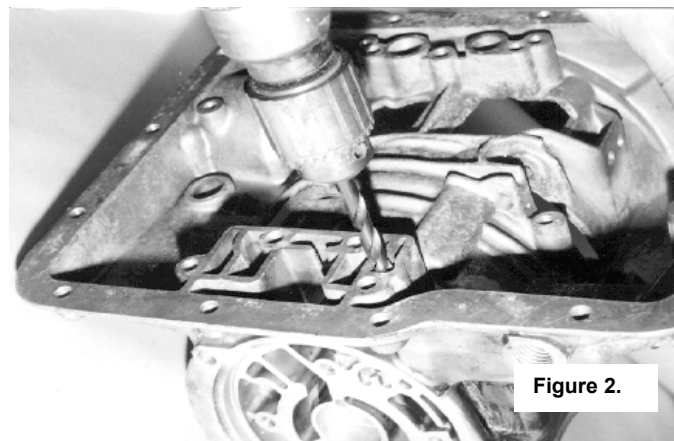


Figure 2.

5. Install solenoid and gasket/o-ring.
 6. Install filter and tighten bolts to 36 in-lbs.
 7. Reinstall pan and tighten bolts to 72-108 in-lbs.
 8. 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.

Standard Brake Kit Components

1. Valve body assembly with manual valve.
2. Modulator gasket/o-ring.
3. Solenoid.
4. Brake spring.
5. Brake valve.

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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