

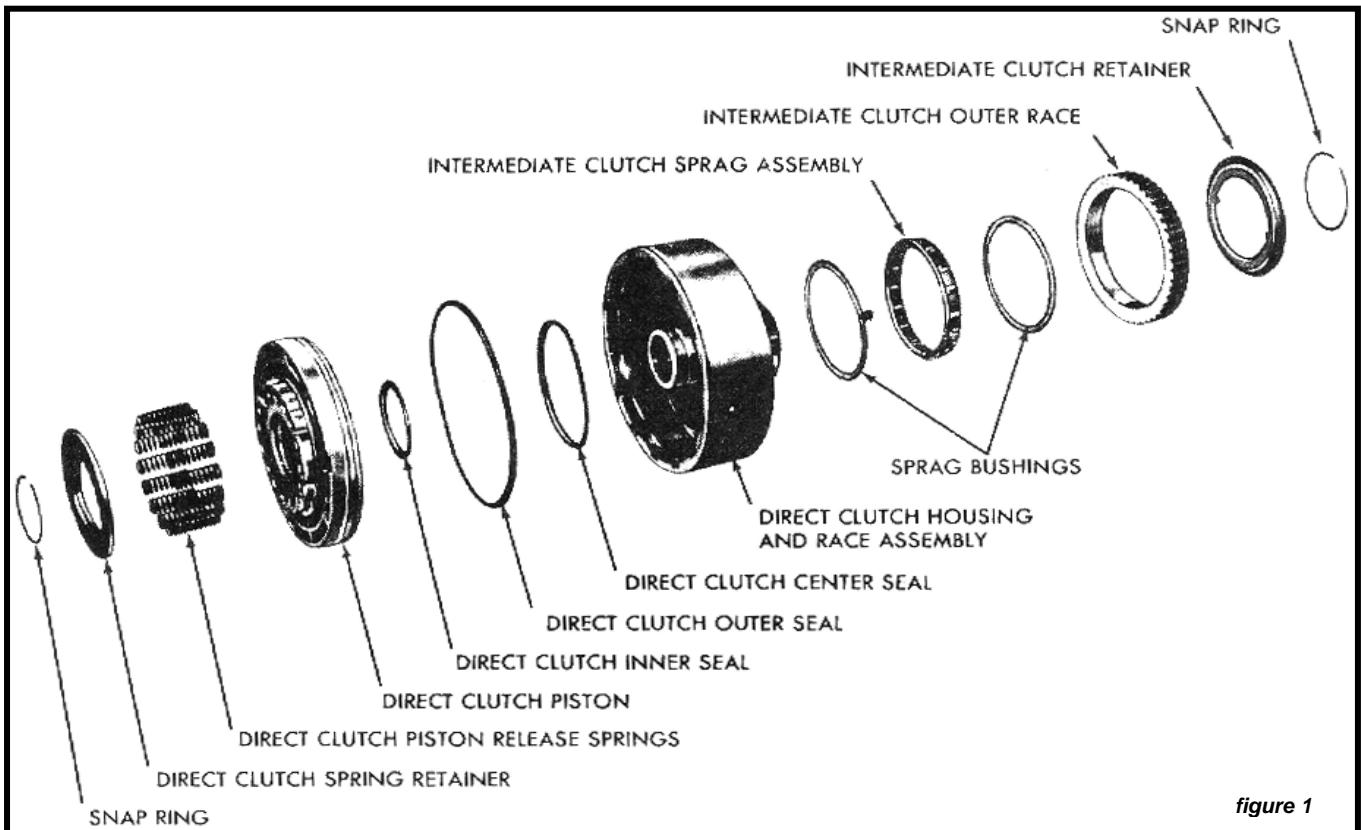
INSTALLATION INSTRUCTIONS FOR "BILLET BRAKE"
PRO BRAKE KIT, REVESED PATTERN, TRANS BRAKE IN 1ST & 2ND
(COA-22023A-AL)

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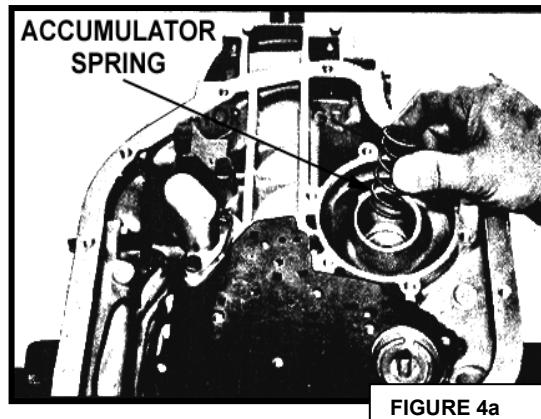
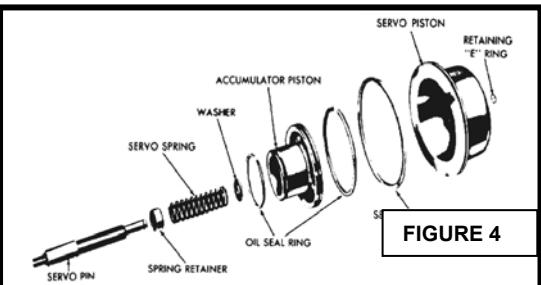
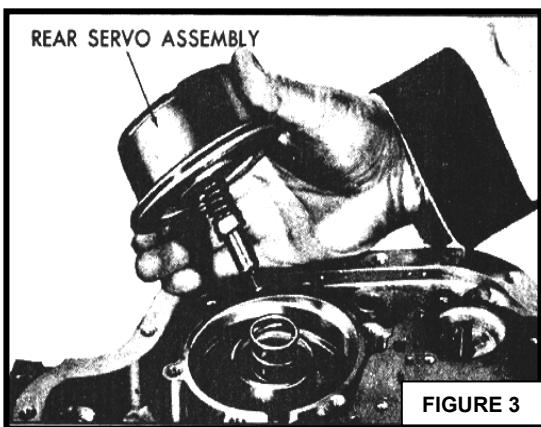
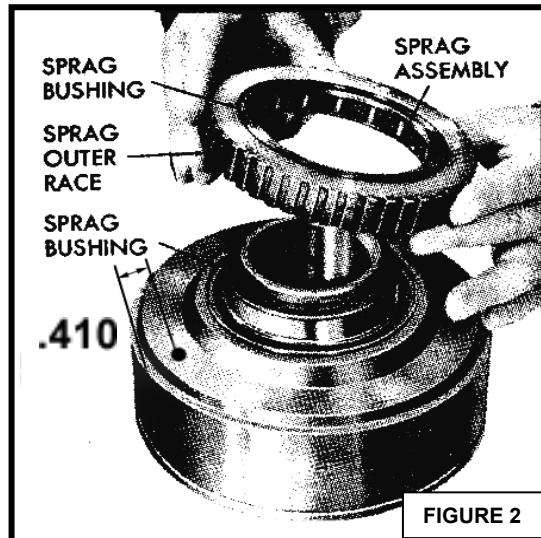
*** COMMITMENT * PERFORMANCE * RELIABILITY ***
*** A WINNING COMBINATION ***

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 Turbo Hydramatic 400 transmission.

Note: Valve body is full manual with a reversed shift pattern (P-R-N-1-2-3). As a unique feature, the trans brake is functional in both first and second gear to allow you to choose which ratio you launch the car in. Reverse is activated by engaging the Trans Brake in the reverse position. Optional manual valve (CCP-0220730G) can be purchased to allow the trans brake to function in 1st gear only.



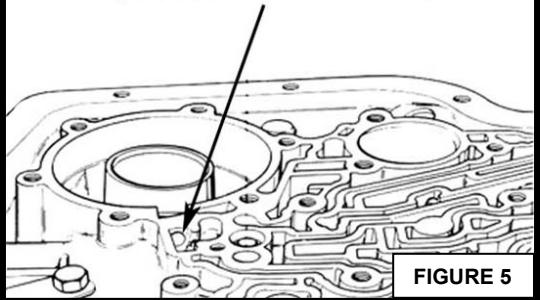
- If you are using a Direct Drum which maintains provision for the center/middle lip seal, discard this seal. This valve body utilizes the entire area of the piston for both Direct and Reverse.
- If using a direct drum that is not equipped with a high flow checkball(s), it is necessary to drill a constant bleed orifice in the drum, using a 1/16" drill. A drill press should be used for this operation. At any place on the outer circumference of the drum, measure in from the edge .410" and place a center punch mark. *figure 2*
- Drill through the drum, being careful not to let the drill score the machined surface for the outer lip seal, as it breaks through.
- After orifice has been drilled, drum is ready for reassembly. Discard 16 stock release springs and replace with 16 new springs furnished. Replace retainer and snap ring. Assemble clutches and steels. A .050"-.060" clutch pack clearance is recommended. Install drum, discard front "kickdown" band, and reassemble transmission.
- Remove existing valve body, separator plate, and gaskets. Discard all check balls. Remove rear servo assembly. *figure 3* Remove and discard oil-sealing rings from servo accumulator piston (Figure 4) and discard stock accumulator spring (Figure 4a). Install new accumulator spring furnished in kit and replace servo assembly and cover.
- If the transmission was built previously with a different aftermarket valve body, ensure that the underside of the low/reverse servo is open to exhaust through the passage intended by this valve body.
- For installations in late model cases that are equipped with a factory installed restriction in the Reverse Servo Piston apply hole, remove and discard the restrictor. The restrictor resembles a freeze plug installed in the apply hole. *figure 5*
- Use new separator plate with NO gaskets
- Install Billet Valve Body using the supplied Manual Valve (Only this Manual Valve will Work). Tighten some of the valve body bolts including the FHSCs under the Solenoid Block.
- Install the solenoid block and the remaining valve body bolts, grounding the black lead from the solenoid under a center valve body bolt. The valve body may have provisions for 1 more bolt than



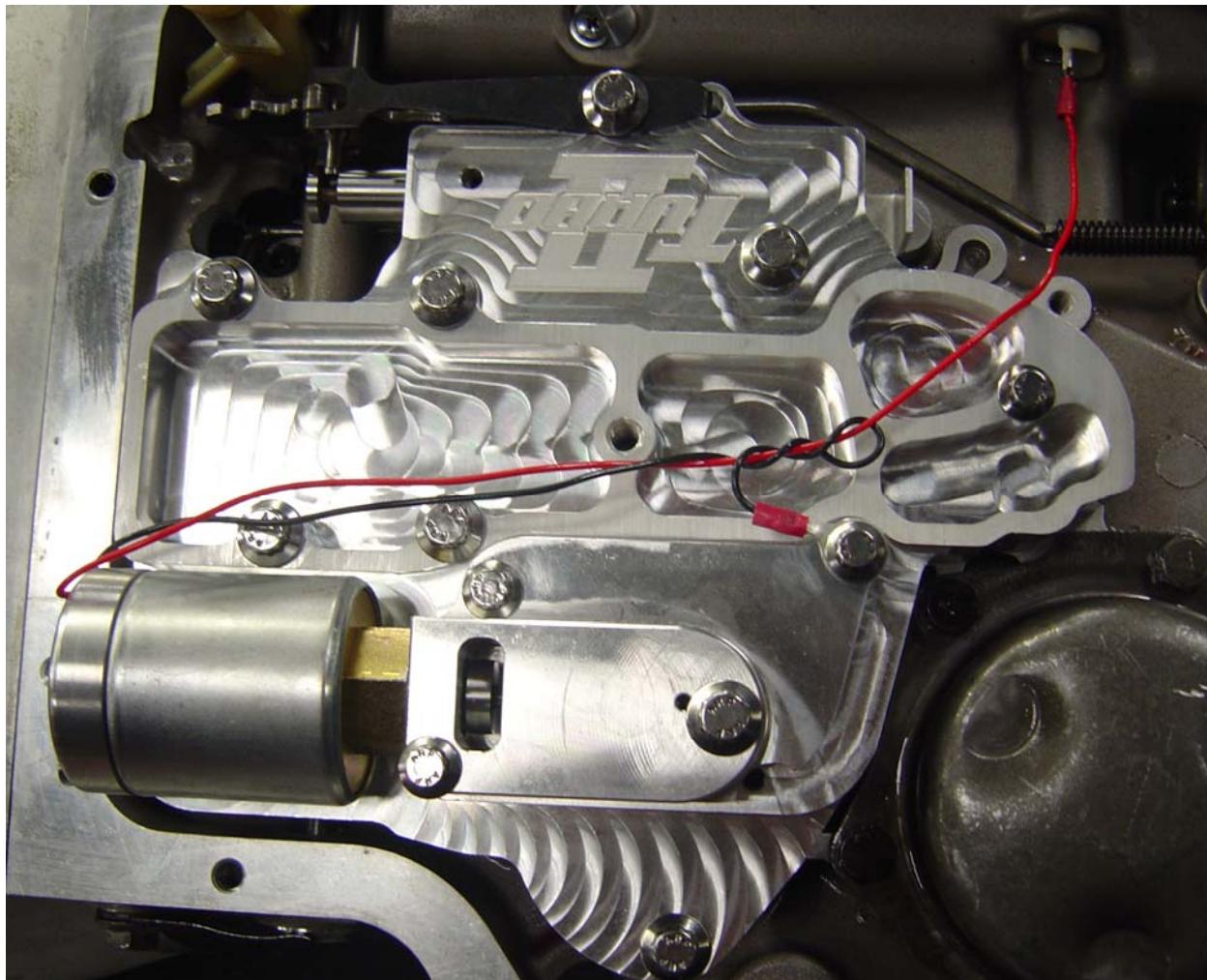
the case you are using. If so, you can either drill and tap the case for the additional bolt or omitt that bolt.

11. Install the supplied case pass through wiring connector (Kickdown Connector) in the transmission case. Attach the Red lead from the solenoid to the case connector.
12. Remove and discard vacuum modulator or existing solenoid. Place spring furnished over stock modulator valve (not included) and install in case. Next install the supplied aluminum modulator plug with "O" ring and tighten in place with the stock modulator clip.
13. **Cooler fittings should never be plugged.** If a cooler is not used, connect the lines together with a loop.

REVERSE SERVO PISTON APPLY HOLE
REMOVE RESTRICTOR PLUG IN LATE "87" & UP
(JULIAN DATE 87327 & HIGHER)



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. As a safety precaution, you MUST wire the trans brake through a time delay circuit to avoid reactivation of the trans brake during a run. Program the time delay to be longer than the duration of the run (Ex 8 second car, program 10 sec). Run a wire from lead of switch to a twelve volt source, the other lead is connected through the time delay to the outside terminal on case connector (Be sure to follow mfg's wiring instructions for time delay device). To ensure good ground, it is recommended that a chassis ground be connected to the transmission case. Be sure to use good wiring connections.



"Billet-Brake" Components

1. Billet Valve Body
2. Solenoid Block Assembly
3. Separator plate
4. Manual valve
5. Rear accumulator spring
6. Modulator Plug and o-ring
7. (16) Direct clutch springs
8. Modulator valve spring
9. Case Wiring Connector

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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