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HP5215 – C4 Transbrake Valvebody Complete Kit

Installation Instructions

Read instructions completely before attempting installation. Only a qualified transmission technician should install this transbrake. If you are unfamiliar with any of the operations or terms found in these instructions, you should take your transmission to a qualified race transmission shop. Improper installation may result in property damage, personal injury or death.

1. Drain transmission by removing the oil pan bolts and work towards the front slowly (if dipstick is attached to the pan, dipstick removal will allow most oil to drain.)
2. Remove the eight (8) valve body attaching bolts and remove valve body by pulling straight down.
3. Hughes Performance is now supplying a new case connector. This new connector is installed where the vacuum modulator valve, pin, and modulator valve are located. Remove these three items from the transmission case. They are located on the passenger's side. Feed the short jumper wire from inside the case to the area where the modulator valve was and connect it to the terminal. Crimp and install onto black connector using a high quality, high temperature silicon sealer (red or black). Place a bead of silicone around the connector and push it into the modulator valve hole. Feed the excess wire back through the slot in the case and proceed with the transbrake installation. (Fig 1)
4. Install transbrake valve body into transmission carefully. You must engage selector lever into manual valve (Fig. 1). Note that transmission will now become fully manual and kickdown lever is now unused.
5. Tighten valve body finger tight, remembering that the longer bolt attaches the filter to the valve body. Check for free operation of shifter linkage and if acceptable, tighten valve body bolts to 80-120 in-lbs.
6. Remove excess gasket material from pan mounting area of the case as well as from the pan itself. Connect the wire from the solenoid on the valve body to the jumper wire from step 3.

7. Place gasket on pan and hold assembly below transmission case.
8. Tighten pan bolts to 12 ft-lbs.
9. At this point, the bands should be checked and adjusted. To adjust the front band; loosen outer jam nut with a $\frac{3}{4}$ " wrench, tighten band adjusting screw to 120 in-lbs and back off 1 turn, then hold the band adjusting screw in this position and tighten jam nut securely. The same procedure is used on the rear band, only back off the adjusting screw 2 turns instead of 1.
10. Now the shifter adjustment must be checked.
DO NOT SKIP THIS STEP!
SHIFTER MUST NOT BE ALLOWED TO PULL TRANSMSSION SHIFT LINKAGE PAST THE DETENT FOR (3RD) HIGH GEAR. THIS IS CRITICAL AND MUST BE CAREFULLY ADJUSTED. SHIFT ARM ON TRANSMISSION MUST NOT TRAVEL PAST THE LAST FULL DETENT.
11. With the rear wheels off the ground, add three quarts Type-F transmission oil into the transmission filler tube. Start the engine and put the shifter in neutral. Check the fluid level and add fluid until it is at the "add" mark found on the dipstick. Shift the transmission through all gear positions five (5) times. With the rear wheels stopped, test transbrake with wheels in the air.
12. Lower car to the ground and run through the gears about five or six times. Check the fluid level again and bring to the "full" line.

*Remember the transbrake must not be engaged while the vehicle is in motion!

