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HP3215 – T-350 TRANSBRAKE VALVE BODY KIT

This valve body has been designed for competition applications only. It is not intended for use on the street. Please read and follow these instructions carefully.

If you need any kind of technical assistance, please feel free to call us during regular business hours. Follow these directions carefully! If you don't understand something, please call our technical assistance center. 95% of the problems related to this product are due to installation mistakes.

The HP3215 Kit includes the following:

- T-350 Valve Body and Separator Plate
- Electric Solenoid
- Set of High Gear Clutch Return Springs (17)
- Special Brake Valve and Spring
- Servo Plug
- Two Separator Plate Gaskets

If you are installing this product into a racing transmission that is already finished, we recommend that you use the services of an experienced transmission rebuilder in your local area. If you are installing this product yourself, and you are not experienced with working with the T-350 transmission, please get a repair manual such as Chilton to assist you with the transmission assembly.

Step 1. Disassemble the transmission and file the case to a completely flat surface. No low spots on the valve body side should be present.

Step 2. Disassemble the direct drum. Drill the bleed hole (as shown in figure one). Use a .050 drill bit.

Step 3. Reassemble the direct drum using new lip seals on the piston. Discard the lip seal from the drum. Set clutch clearance at .040 to .050. Install the 17 new return springs supplied in the kit. Use five frictions.

Step 4. Install new clutches in low reverse clutch pack. You should have at least five clutches in this pack. We recommend that you set the clutch clearances at .030 to .040.

Step 5. Discard intermediate kick down band and servo assembly.

Step 6. Reassemble transmission while retaining intermediate wave plate.

Step 7. Install band servo plug in bore (as shown in figure two). Use lock tight while installing the plug.

Step 8. Place the brake valve spring onto the brake valve. Insert the valve into the modulator bore. Make sure that the valve moves freely in the bore. Install the solenoid into the case using a new o-ring. Reuse your modulator bracket to secure the solenoid on the case.

Step 9. Phasing the valve: When the solenoid is applied the (A) passage should be open, and the (B) passage should be blocked. When the solenoid is not applied the (A) passage should be blocked and the (B) passage should be open. (Refer to figure two).

Step 10. Remove and discard the governor.

Step 11. Install the new separator plate, support plate, and valve body in that order. Do not reinstall any of the check balls with this kit. Finger tighten all the bolts, then torque to 120 inch pounds.

Step 12. Install the filter and the pan.

Step 13. Once the transmission is installed, place the car on jack stands and check the transbrake operation.

This transbrake employs a reverse shift pattern; P-R-N-1-2-3. The transbrake only works in low gear. To engage reverse you must put the shifter in reverse and push the transbrake button, or put the shifter in neutral and push the button.

Use the following suggestions while wiring the solenoid. Attach the black wire to a good ground, such as the frame of the vehicle. The transmission is not a good ground. Attach the red wire from the button to a 12-volt source. Use either 12 or 14 gage wire. Use a 20-amp fuse in line for safety reasons. Do not run the button off the wire for the line lock. Do not use solderless connections.

Figure 1

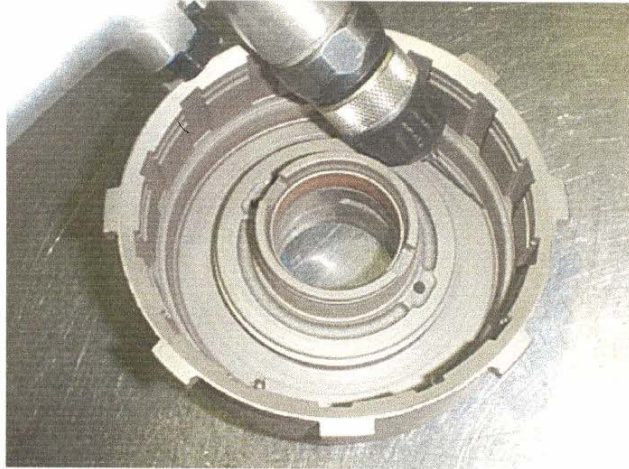


Figure 2

