

Important:
Must read to prevent trans
failure

Powerglide Transbrake Instructions.

Forward pattern shift - P-R-N-2-1.

*The Transbrake operates with the button held down in 1st gear only.

***In order to use reverse, you must hold down the transbrake button while shifter is in the reverse gear.** This is how all Pro Brakes operate. Holding the t/b button down allows for the necessary increase in reverse line pressure. This ensures a properly functioning reverse gear. No exceptions

Adjusting your powerglide Shifter.

This will be the most crucial part of installing your new transmission. Failure to follow these steps WILL result in premature clutch wear and/or ultimately the demise of the trans. Failure to follow this procedure will void any implied warranties.

Step 1. With the shifter installed in the car, place the selector in the neutral position. Now place the detent lever into the neutral position on the transmission. Attach the cable to the shifter and the detent lever and adjust accordingly so they line up. Have someone inside the car place the shifter into the lowest gear. Underneath the car, remove the shift cable from the detent lever and make sure that the cable slides in and out of the lever as smooth as possible. There can be no movement from the lever when you are removing and attaching the cable. If there is movement, then you must adjust the cable accordingly so that you get the correct fit. After you feel comfortable the adjustment is perfect, attach the cable and move to the next forward gear. Repeat this step for each forward gear that your transmission has. After that, you can adjust Neutral, Reverse and Park.

SOLENOID WIRING

Please use professional soldering techniques and heat shrink on all connections. Wiring to solenoid should be 12 or 14-gauge wire. Use a switch that you are comfortable with and that has 20-amp 12-volt DC capacity. Install a 10-15-amp fuse in powerline to switch or use fusible link of sufficient capacity and solenoid.

To engage reverse

Put shifter in the Neutral position and hold down the brake button to engage reverse. Although the reverse position will work, the neutral position will have no line pressure drop and a very solid reverse. Failure to use the transbrake button for backing up will result in no reverse or a weak reverse that will eventually burn the reverse clutches.

Note:

Hooking a solenoid up to a toggle switch or any constant hot source like reverse lights leads to more solenoid failures than anything else. There is a very high probability that it will be left on. If you are running into an electronics box such as a delay, grid or other type please be careful and check with the manufacturer of the product for safe and proper installation of the solenoid. Solenoids and electronics are rarely, if ever, warrantied due to the fact that it's almost ALWAYS a installation error that causes the failure. Every solenoid is checked and fully operational before they leave our facility.