

## C-4 BRAKE INSTALLATION INSTRUCTIONS

**This valve body is intended for use in “push-in” modulator cases only!**

1. Molded seal on the rear band apply piston must be soft and pliable. If not, piston must be replaced. Install the rear band apply piston cover reinforcement on top of stock cover. Use 1" long bolts.
2. Use the direct (high) clutch piston and drum which uses the single release spring. Use the spring which has a wire diameter of .235 inch. Use at least four friction clutches and set clearance between .050 and .060 inch.
3. Set forward clutch pack clearance between .025 inch and .040 inch. Forward clutch disk type release spring must be in excellent condition. The forward clutch pack is located in the drum the input shaft splines into.
4. Use an “A” or “H” code servo for the front band. Be sure to install BOTH rubber rings. Set front band adjustment at 1 ½ turns from 72 in-lb. Set rear band adjustment at two turns. Apply sealer to adjustment lock nuts or replace with new band nuts.
5. Install brake valve with its release assist spring into the modulator valve bore then place a dipstick tube o-ring on the solenoid and install solenoid in place of modulator. Install the solenoid retainer bracket and its spacer with the extension housing bolt just above the solenoid. C-4 cases are not uniform where the retaining bracket mounts and filing or shimming the spacer may be required for a proper installation. Before tightening the bolt, rotate the solenoid so that its wire is in the clearance notch in the retainer. Position the retainer over the center of the solenoid and tighten the bolt. Check for free movement of solenoid and valve.
6. Install valvebody with new special manual valve and the fluid filter that matches the depth of the pan.
7. Be sure the dipstick and tube are compatible and will read the correct fluid level in the transmission which is approximately 1/4 inch above the pan rail.
8. When a clamp-on shift lever is used, it must be positioned on the shift linkage shaft so the sweep of its arc allows full and proper movement of the transmission’s internal shift linkage, from park to the high gear position. Check shifter adjustment in **all** positions.
9. Use 12 gauge wire to connect the brake button to a 12 volt power source and solenoid. The battery must be fully charged for the solenoid to function properly.
10. Clean the transmission pan regularly to remove any contaminants which may cause a malfunction of the brake valve or valvebody.
11. The valvebody has a reversed shift pattern (P R N 1 2 3) and **must** be used with a shifter built for a reversed shift pattern. Reverse is engaged by shifting into reverse and pressing the brake button. The brake will apply only in low gear.
12. The use of Teflon sealing rings is recommended. Governor and governor tubes can be omitted.