

151 INDUSTRIAL DRIVE
ASHLAND, MISSISSIPPI 38603
<http://www.tciauto.com>

TELEPHONE: 662-224-8972
FAX LINE: 662-224-8255
E-MAIL: tech@tciauto.com

TCI® 748200

Transmission Brake Kit (Powerglide)

Forward Shift Pattern: P - R - N - 2 - 1

This kit should be installed by someone familiar with automatic transmission repair and assembly. We recommend following a transmission Repair Manual for disassembly and assembly.

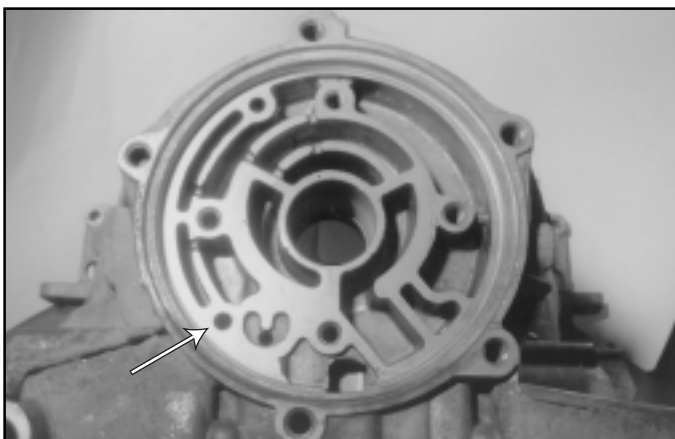
TCI's® Trans-Brake® functions only in low gear when Trans-Brake® button is activated.

This kit will not repair a transmission that is not working properly. Inspect front pump - it **MUST** be in excellent condition to allow the Trans-Brake® to work properly.

This TCI® 748200 Kit Contains:

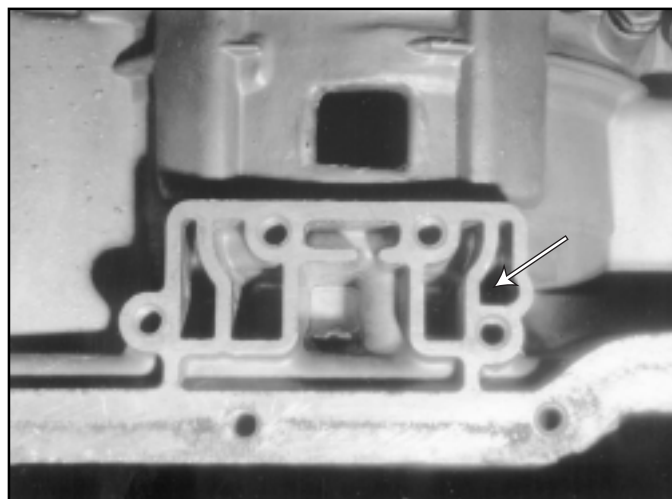
Qty.	Description
One (1)	Powerglide Trans-Brake® Valve Body
One (1)	Solenoid
One (1)	Brake Valve
One (1)	Brake Valve Spring

Step 1 Remove pan, valve body, tailhousing, governor support, front pump, band, clutch drum, planetary, reverse clutches, reverse piston, and detent plate.



Step 2 Enlarge this hole with 5/16" drill. Drill through back of case, smooth and deburr both ends of hole.
NOTE: This hole will go through to the reverse piston area.

Step 3 Drill this hole with 5/16" drill. This hole will



intersect with hole that was drilled in Step 2.

NOTE: If Trans-Brake® kit is to be installed in a TCI® Full Manual Transmission - case will not need to be drilled.

Step 4 Clean case thoroughly to remove aluminum shavings.

Step 5 DO NOT bolt stock detent plate on Trans-Brake® valve body. TCI's® design does not require this stock item. Install reverse piston. Next, install (five) 5 lined and five (5) or more steel reverse clutch plates as needed for proper clearance. DO NOT use the wavy cushion plate, if equipped. It should be .050" to .080".

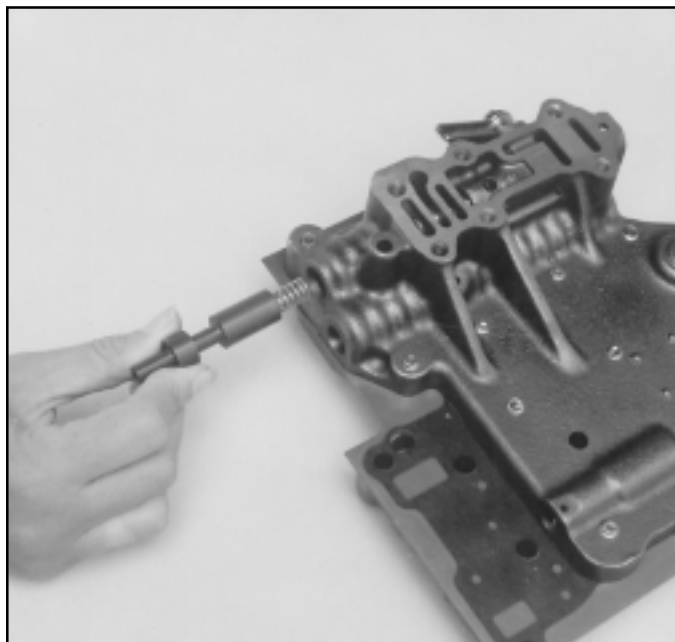


Step 6 Check HIGH clutches. If there is a wavy cushion plate present, discard it and replace with two (2) flat steel ones. We recommend using our fully grooved competition clutch lining and unbreakable steel or aluminum clutch hub...clutch clearance should be from .050" to .070".

Step 7 Before assembling transmission, discard: Governor assembly (if equipped), rear pump gears (if 1962-66 model), vacuum modulator, modulator valve and spring.

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Governor support must be left in transmission. Shorty transmission, discard: Governor support. Use round governor support gasket to seal rear of case.



Step 8 Install servo tube, OEM Manual Control Valve and valve body.

Step 9 Torque valve body bolts to 16 (sixteen) foot pounds.

Step 10 Install brake valve spring, valve and solenoid as shown in Photo to the left.

Step 11 Connect solenoid to micro switch. Trans-Brake® button using a 12-gauge wire.

Step 12 Adjust LOW BAND and fill transmission using Type F or TCI's® RTF Transmission Fluid (Part #950600). DO NOT OVERFILL.

BAND ADJUSTMENT: 72-Inch/Pounds and Back off 4 turns.

Step 13 Trans-Brake® must have a HOT 12-Volt battery fully charged to make solenoid work properly. See solenoid instructions for more information.

Step 14 A transmission cooler is to be used. Many sizes and styles are available through TCI®.

NOTE: When freshening up transmission that already has this valve body installed, you can use the stock late model valve body gaskets.

Troubleshooting Guide

SYMPTOM	PROBLEM
No Gears	Fluid Level Pump Gear Broken Pressure Regulator Valve Manual Valve Loose Pump Cooler Valve Pin Sheared Manual Valve Loose Converter Turbine Splines Sheared
Reverse In All Gears	Manual Valve Not Connected
No 1st, All Others OK	Low Band Adjustment Servo Tube Not Installed Sealing Ring on Servo Left Off Band Strut Left Off Band Burnt
No 2nd, All Others OK	No Sealing Ring on Pump Sealing Rings Worn or Cut Cut Piston Seal Check Ball in Drum Stuck Bushing Left Out of Drum Bad Bushing in Drum Stator Support has Spun
Slips In All Gears	Low Band Low Band Servo Converter Stator
Slips or Chatters in 1st	Servo Seal

SYMPTOM	PROBLEM
Backs Up When Trans Brake Applied	Worn Pump Low Gear Servo Sealing Ring Servo Bore Worn or Cracked Too Much Clearance In Reverse
All Forward Gears OK But No Reverse or Trans Brake	Wrong Gasket at Rear of Case Early Plate on Late Case Late Plate on Early Case Detent Cover Reinstalled C-Clip Broke on Detent Valve Low Current to Solenoid Brake Valve Stuck Wrong Governor Low/Drive Valve Stuck Case Not Drilled for Trans Brake Solenoid has Wrong Stroke Exposed Block Hole in Low/Drive Valve Reverse Servo
Brake Won't Release or is Slow	Aluminum Valve Stuck Solenoid Stuck Spring Too Short or Improper Spring