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## HIPSTER'S TURBO 350 TRANSBRAKE (P/N: 32748)

### CAUTION

*Please read all of these instructions before proceeding with installation.*

*This or any transbrake should only be installed by a qualified race transmission technician. If you are unfamiliar with any of the operations or terms, take your transmission to a qualified race transmission shop. Improper installation may cause property damage and/or death.*

Your 32748 Turbo 350 Transbrake Valvebody kit includes the following parts:

- (1) Hipster's Turbo 350 Transbrake Valvebody,
- (1 ea.) Valvebody Gaskets,
- (1) Separator Plate,
- (1) Stiffener Plate,
- (1) Hipster Turbo Solenoid,
- (17) Heavy Duty Drum Springs,
- (1) Brake Valve Return Spring,
- (1) Steel Servo Plug,
- (1) 3/8" Set Screw,
- Instructions & Decals.



### SOLENOID WIRING

Wiring to the 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 to 15 amp fuse in the power line to switch, or use a fusible link of sufficient capacity at solenoid. Solenoid draw is 8 to 10 amps. One wire to a known good ground, one wire to a switched 12 volt source.

### SHIFT PATTERN

This transbrake employs a reverse shift pattern: **Park - Reverse - Neutral - 1 - 2 - 3.**

**Do not neutral this or any three speed transmission at speed or the transmission may explode!**

### TO ENGAGE REVERSE

Put shifter in reverse and hold brake button on. Line pressure in reverse is reduced so you may not feel a strong engagement.

### WARRANTY

This product is warranted for 12 months from date of purchase against defects in material and workmanship. During this period such defects will be repaired or replaced at manufacturer's option. Return any defective products to your supplier. This warranty does not cover damage caused by misuse, alteration, or negligence. All implied warranties, including but not limited to implied warranties of fitness and merchantability are limited in duration. Under no circumstances will manufacturer be responsible for special, incidental, or consequential damages or costs arising from or in conjunction with the installation or use of any product of the manufacturer.

## INSTALLATION INSTRUCTIONS FOR HIPSTER'S TURBO 350 TRANSBRAKE VALVEBODY

1. Disassemble transmission.
2. Disassemble direct drum to drill bleed hole in piston.
3. Drill 1/16" hole at 45 degree angle just inside the lip seal groove as shown below.



4. Reassemble drum with new lip seals on piston. Discard center seal from drum. Set clutch clearance at .045-.055". Install 17 included new return springs.
5. Install new clutches in low/reverse clutch pack. You should have five clutches in this pack. A recommended option is to use 700R4 clutches with an extra steel on top.
6. Discard brake band.
7. Plug governor feed bore with 3/8 inch set screw as shown below.



8. Reassemble transmission, retaining intermediate wave steel.

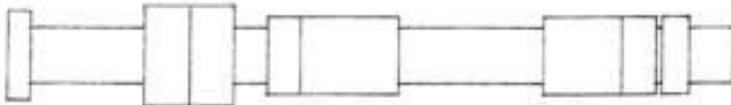
9. Install band servo plug (steel) as shown below.



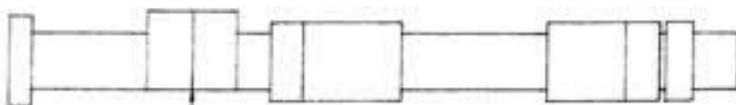
10. Flat file case at the valvebody area. **No low spots allowed!**

11. Grind manual and modulator valve as shown in the following drawings.

### 350 BRAKE VALVE (NORMAL)

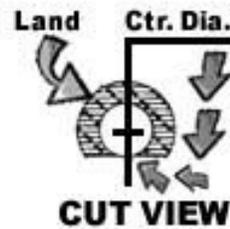


### 350 BRAKE VALVE (MODIFIED)



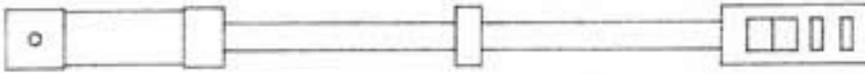
Grind off this land

Flush with bottom of center diameter

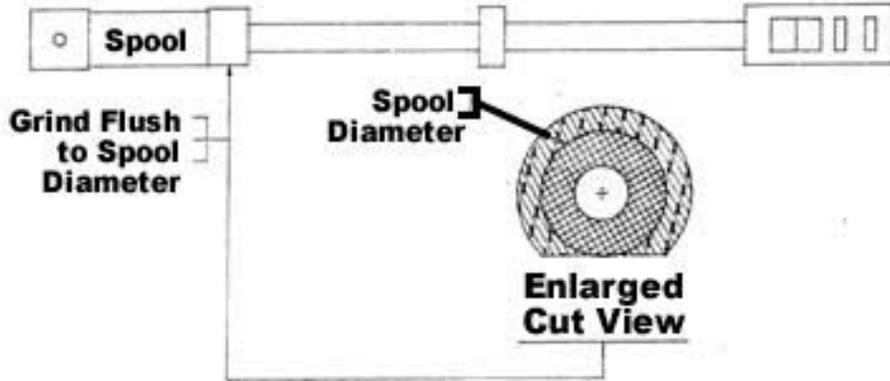


### 350 BRAKE VIEW A

## 350 MANUAL VALVE (NORMAL)



## 350 MANUAL VALVE (MODIFIED)



## 350 BRAKE VIEW B

12. Reinstall modified modulator valve into case, then solenoid with a new o-ring. Check valve phasing as shown below! **DO NOT INSTALL ANY CHECK BALLS IN TRANS CASE (AS IN OEM)!**



Brake ON: Lands 3 & 4 are connected. Brake OFF: Lands 4 & 5 are connected.

13. Install case gasket, separator plate, valve body gasket, new stiffener plate, and valvebody, **in that order**.
14. Remove and discard governor.
15. Install filter, pan, and oil. (A deep pan is recommended.)
16. After transmission installation, place car on jack stands and test transbrake operation.
17. Smoke the competition.

#### NOTES

- If small spring is supplied with this kit, it is for modulator/brake valve return. You must check that the solenoid plunger bottoms before spring coil binds, if it is used. This is only a problem on a few cases.
- All transbrake transmissions should have 5 clutches in low/reverse and in direct. There is no engine braking function in first or second gears.
- Use of Teflon sealing rings and a deep pan is highly recommended.
- Solenoid draw: 8 amps. Release time: .038 seconds.
- **DO NOT ADD OR REMOVE VALVEBODY COMPONENTS, WITH THE EXCEPTION OF THE MANUAL VALVE. VALVEBODY IS READY TO INSTALL AS SHIPPED.**