

Powerglide Trans Brake Valve Body

- * Billet aluminum
- * Trans brake dump .018 seconds
- * Adjustable pressure regulator
- * Better filter than stock

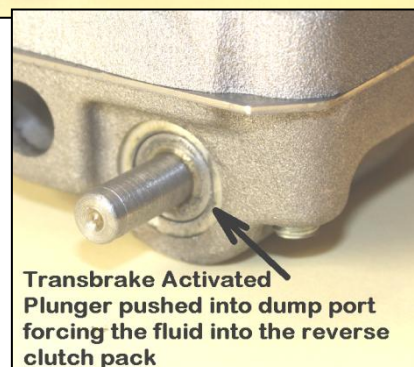
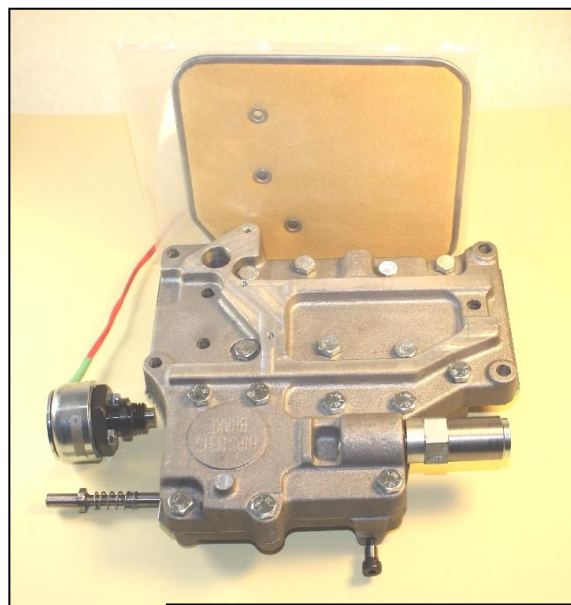
For a long time the standard practice was to modify the original factory cast iron valve body to operate as a manual shift, trans brake valve body. Built into the original cast iron valve body is the pressure regulator that sets the line pressure in the transmission. This line pressure is important as it sets the clamping pressures of the low gear band, the high gear clutch pack and the reverse gear pack which holds the transmission stationary when the trans brake is activated. There are challenges of getting the stock factory cast iron valve body to function efficiently in a modern race car environment. We all know many races are won or lost on the starting line with a good reaction time. One of those challenges is the plumbing in the factory cast iron valve body is restrictive and thus slows the fluid release from the reverse pack which launches the race car.

Making a valve body that provides a quick dump of the fluid from the reverse pack and a quick reaction time as well, required a complete redesign of the valve body. As you can see in the photos the trans brake dump port is HUGE but it is blocked off when the trans brake solenoid is activated.

If you are going to redesign a valve body while you are at it why not get rid of all the complex stuff that is required in a normal automatic transmission valve body and keep it simple so if you have to trouble shoot a problem you have less that you have to look at.

Also while you are at the redesign why not include an adjustable pressure regulator that can be adjusted by an ALLEN wrench. Simply remove the hex plug and insert a smaller ALLEN wrench inside and turn clockwise to increase the pressure or counterclockwise to decrease the pressure. You need enough pressure to get the job done of holding the car on the start line and not slipping the band in low gear or the high gear pack any extra pressure only takes more power to drive. If you are chasing optimum performance the adjustability of this valve body work for you. And finally why not put a better larger filter on. We did that too.

Do you want a cast iron valve body designed for use in a street car in 1952 or a purpose designed clean simple efficient billet aluminum trans brake valve body?



Transbrake Complete PN 32775-00001 List Price \$ 650.00+ea RDD \$495.00+
Replacement Filter PN 32253-00001 List \$ 12.25+ Racer Decal Discount \$ 9.50+