



TRANSMISSION BRAKE REVERSE PATTERN: P/N 30551BR

PLEASE READ THESE INSTRUCTIONS BEFORE INSTALLING THIS KIT

DO NOT UNDER ANY CONDITION SHIFT THE TRANSMISSION TO NEUTRAL DURING SHUTDOWN, THE TRANSMISSION MUST REMAIN IN HIGH GEAR. FAILURE TO DO SO MAY RESULT IN EXTREME INTERNAL DAMAGE TO THE TRANSMISSION. IMPORTANT: IT IS RECOMMENDED THAT THIS KIT BE INSTALLED WHILE TRANSMISSION IS COLD TO AVOID BURNS FROM HOT TRANSMISSION FLUID.

* This kit does not require the usage of valve body separator plate gaskets*

* This kit re-uses the stock manual valve*

STEP 1: Disassemble the transmission enough to remove the direct drum. Refer to Fig. 1, Pg. 2. Disassemble the drum including the piston. Drill a 3/32 (.093) hole in the drum (area behind piston) from the inside to outside and locate it as close to the outside corner as possible. Do not drill at or above the corner. The hole may be drilled at a slight angle to allow more room while drilling. Deburr the hole on both sides, reassemble the drum. When reinstalling the piston in the drum, use the inner and outer seals only. DISCARD THE CENTER SEAL. Discard the original piston release springs and replace with the 16 springs provided with this kit. Set the clutch pack clearance to .070". Remove and discard the intermediate (Front) band. Before assembling the transmission, J.W. Performance recommends replacing the oil seal rings with Teflon rings. Reinstall the direct drum and remaining parts except the front pump.

STEP 2: Refer to Fig. 2, Pg. 3. Disassemble the pressure regulator valve. Use care when removing the snap ring as it is under spring pressure. Discard the original pressure regulator spring and replace it with the spring provided in this kit (optional). Reassemble and be sure to install only the pressure regulator and the spring retainer washer (do not use the slip-on spacer). Reinstall the front pump.

STEP 3: Refer to Figs. 3, 4, & 5, Pgs. 4 & 5. Remove and discard the valve body, governor tubes (if present), separator plate, gaskets, front servo assembly and the governor. Disassemble the rear servo assembly. Remove and discard the accumulator piston oil seal rings. Reassemble the rear servo assembly.

NOTE: For 30551BR kit, replace rear accumulator spring with spring provided with this kit.

Install the new valve body, and separator plate (no gaskets required). Discard all six of the check balls. DO NOT USE ANY CHECK BALLS. Make sure all valve body bolts are started properly and finger tighten. Torque valve body bolts to 10 ft/lbs.

STEP 4: Refer to Fig. 6, Pg. 6. Install brake valve provided with this kit per instructions given in Figure 6.

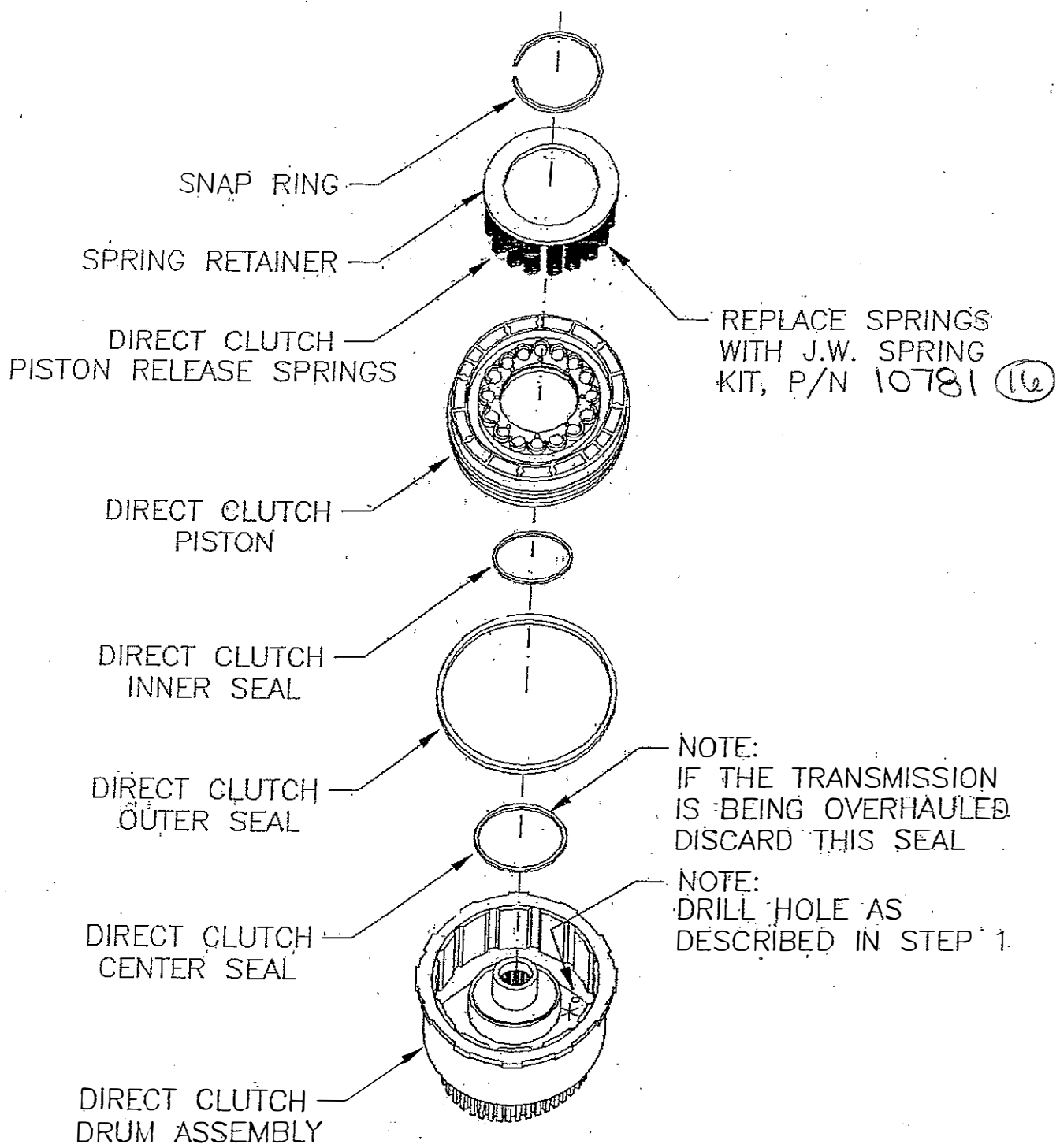


FIGURE 1

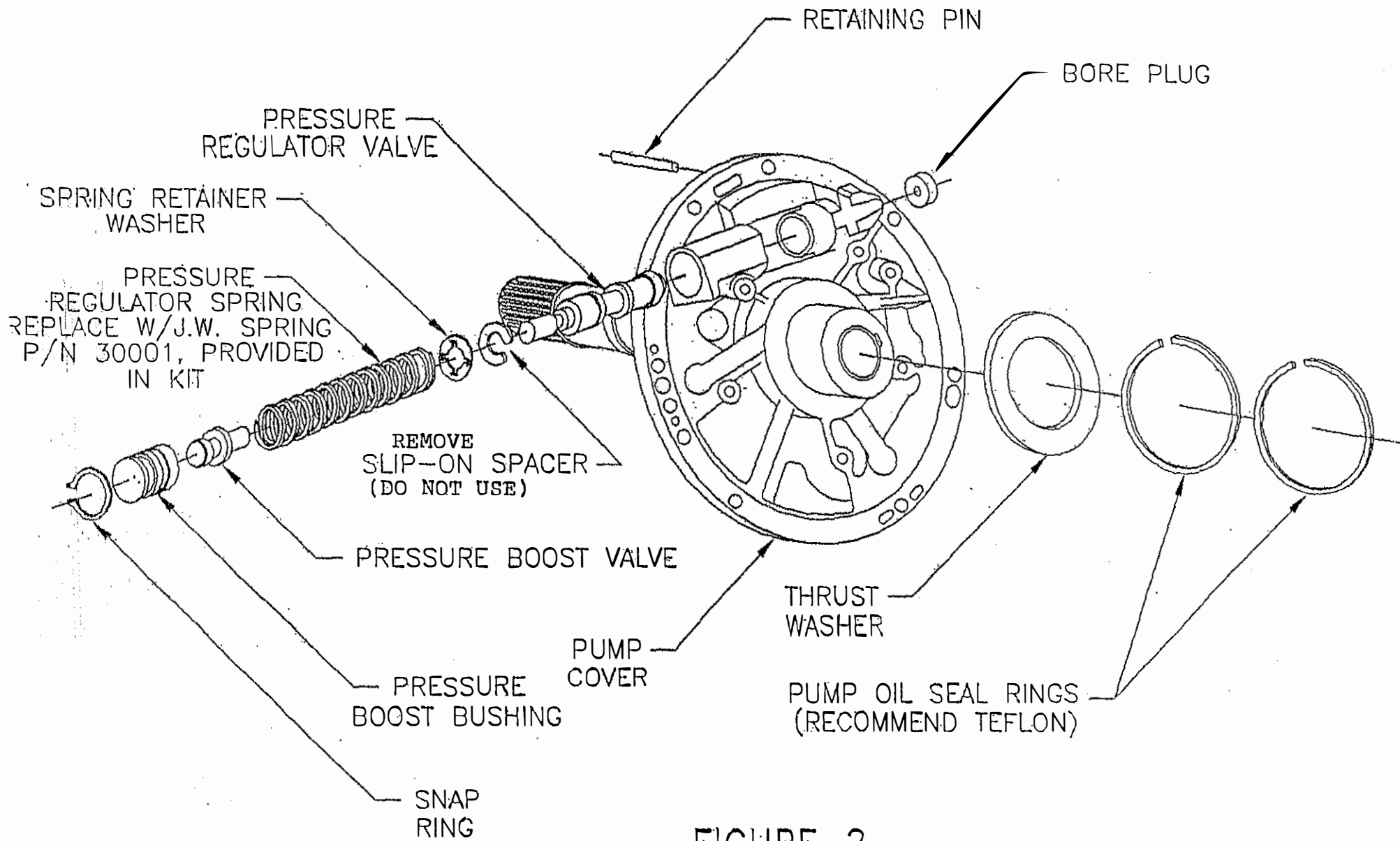


FIGURE 2

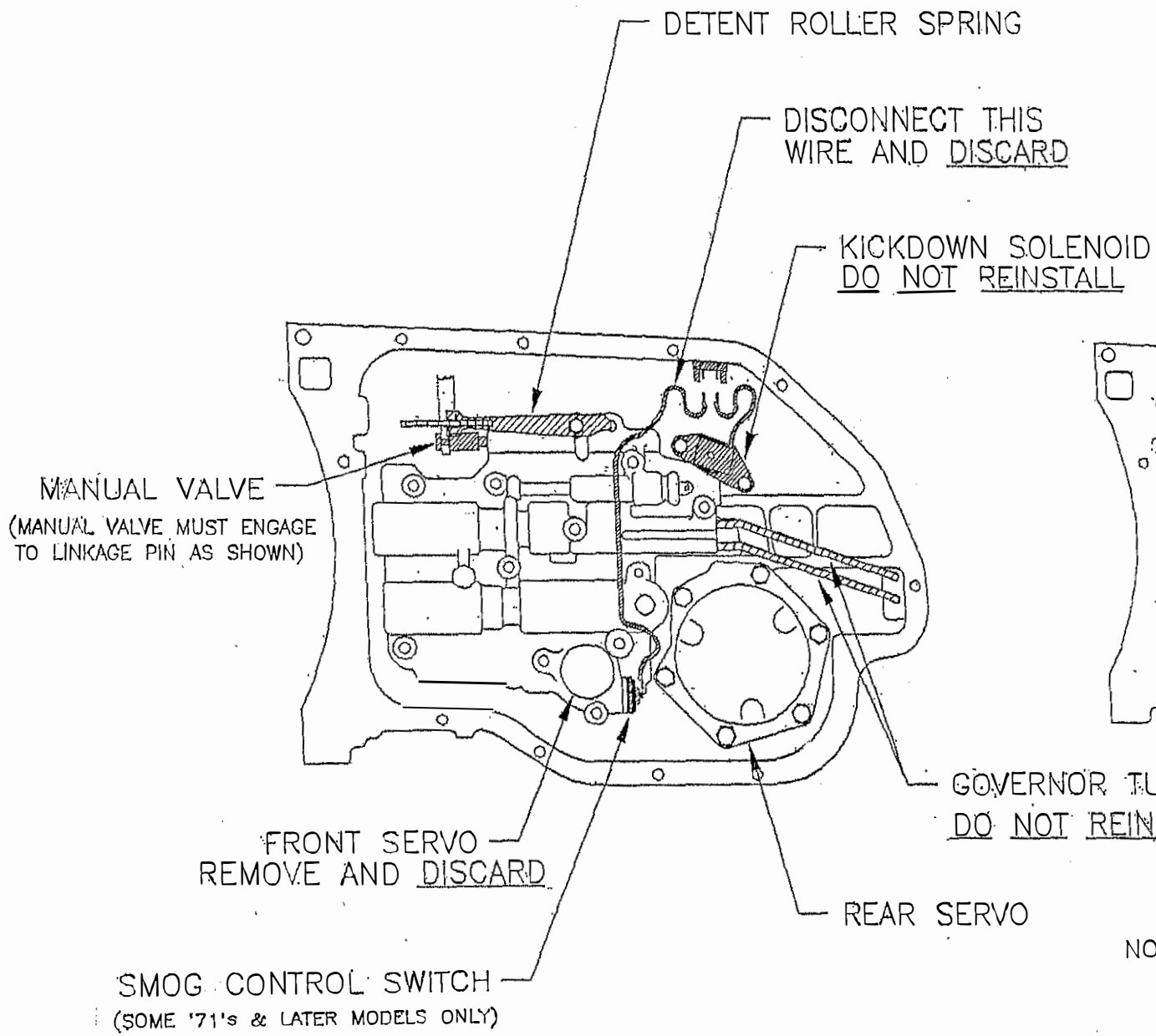
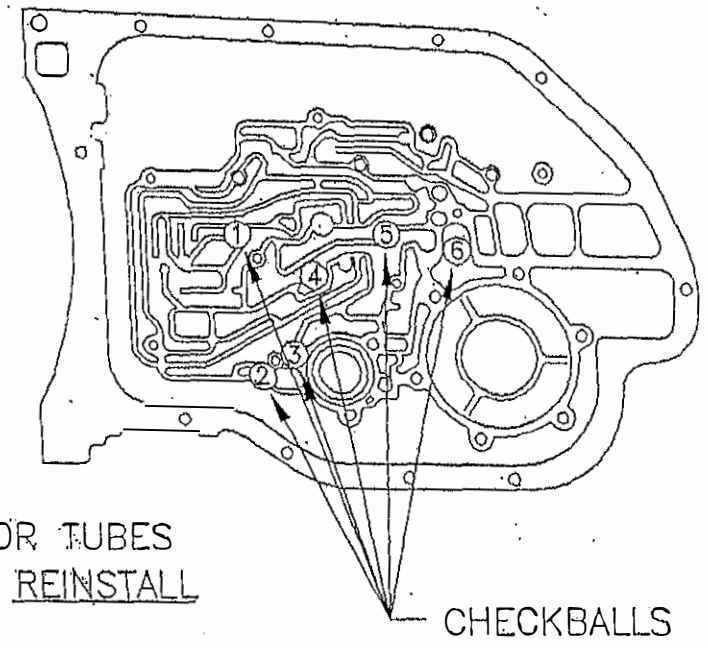


FIGURE 3



30550/30553 DISCARD ALL SIX CHECK BALLS

NOTE: REASSEMBLE VALVE BODY USING
P/N SEPARATOR PLATE

FIGURE 4

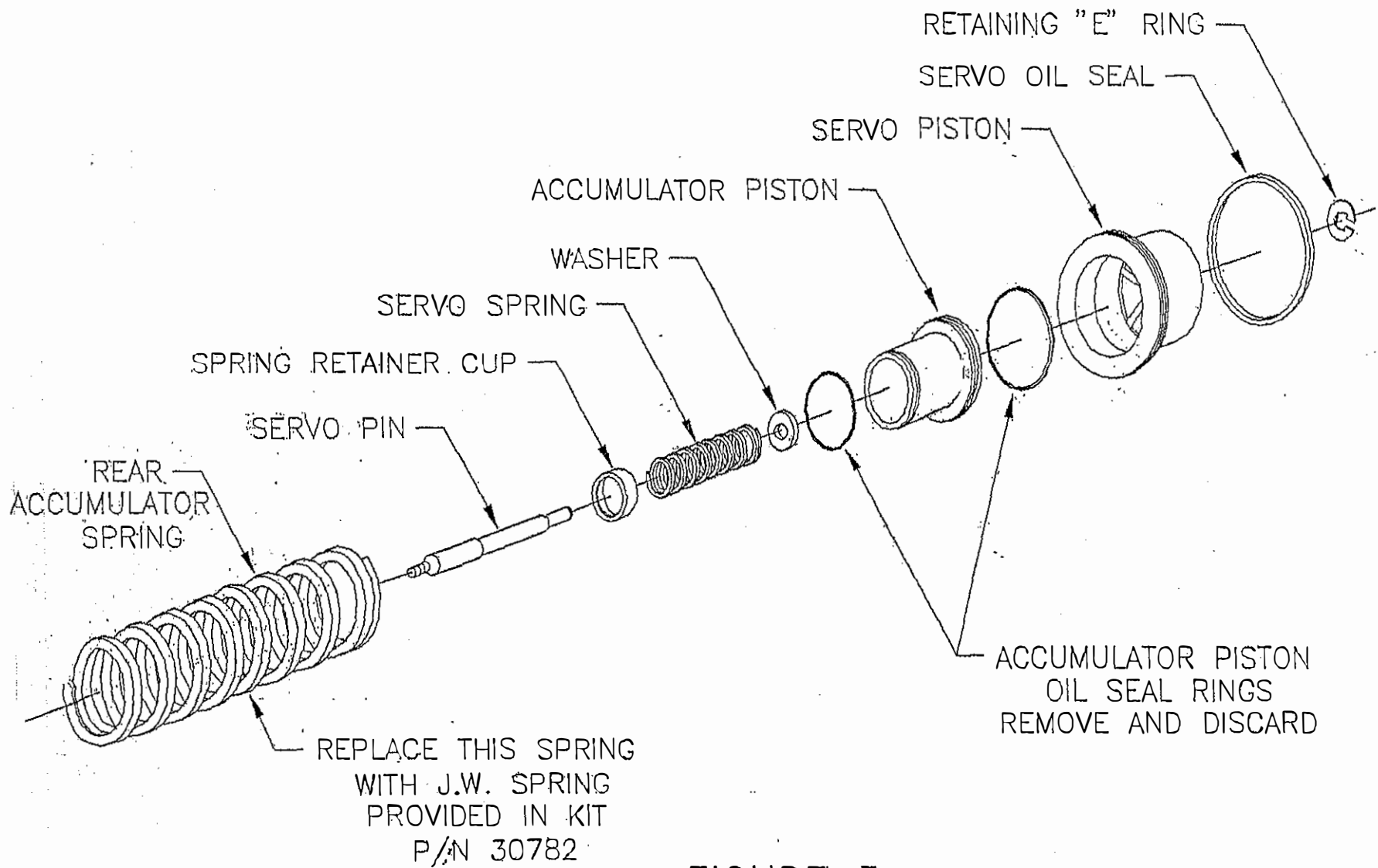


FIGURE 5

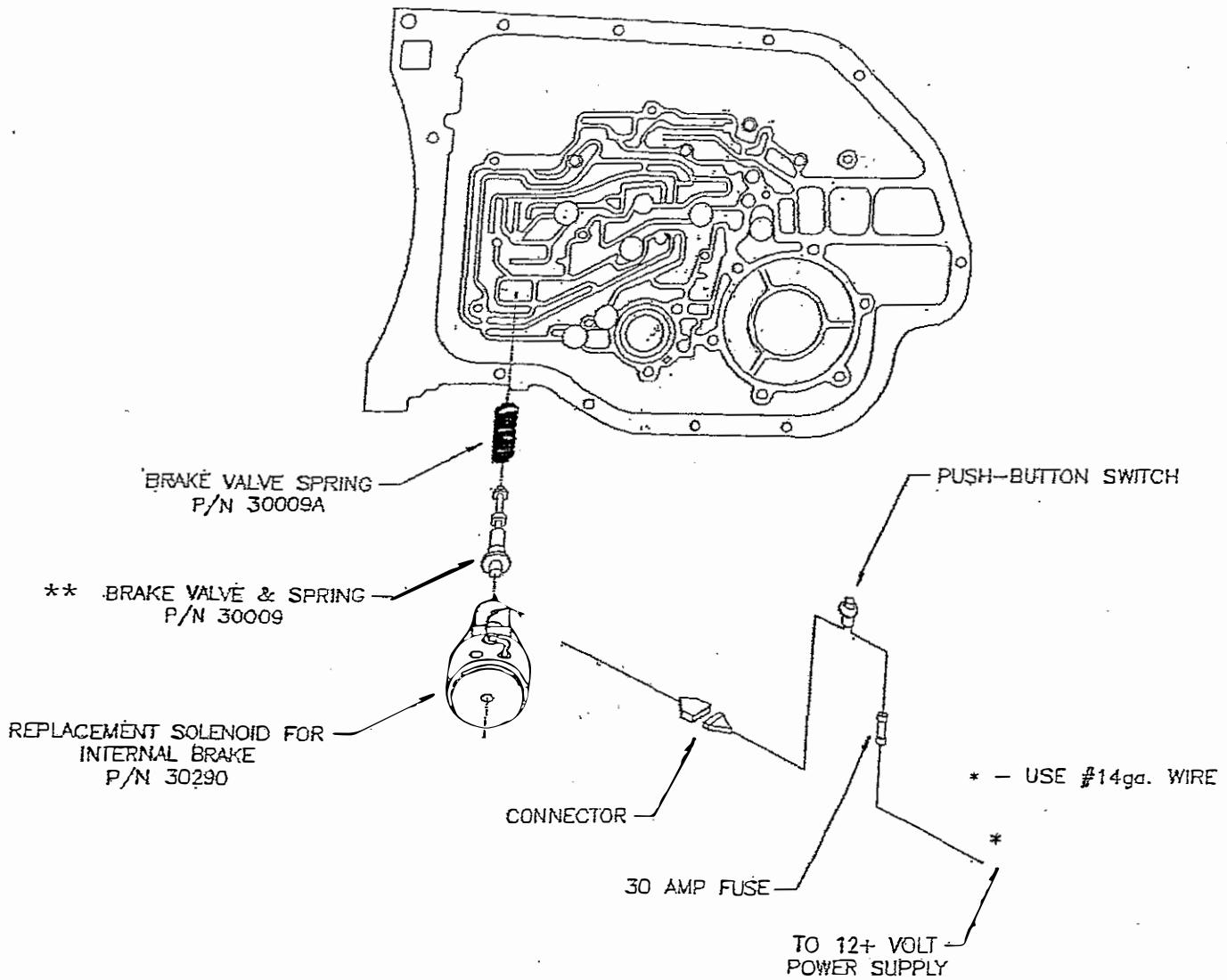


FIGURE 6

P/N 30009 Instruction for use with 30551BR Valve Body: We have found that many cases wear excessively in this area. We have made the valve lands from .0001 to .0025 larger, these must be hand sanded with 600 grit emery cloth to fit the case snug, this will ensure proper orientation. Each case bore is different which is why they must be custom fit by the customer.

BE CAREFUL NOT TO MAKE THE VALVE TOO LOOSE.

Brake Valve Installation – Slide the brake valve spring onto the brake valve. (Both are provided with this kit). Install the valve assembly into the modulator valve bore. Make sure the valve moves freely. Install the solenoid (provided) in the same manner as you would install the modulator.