

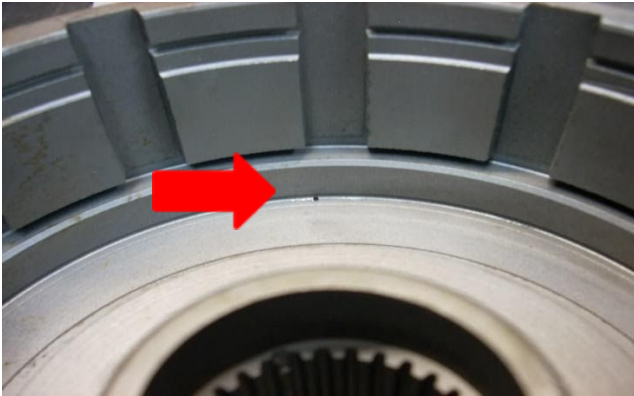
4L80E 3rd Gear "D3" Transbrake Instructions

Installation of the Jake's Performance 4L80E Trans brake will require some internal modifications. These are relatively simple but are best done during a rebuild by a professional transmission technician.

Parts included:

- Valve body assembly with separator plate
- Transbrake Manifold and solenoids
- New AC Delco Shift Solenoids
- New Wiring Harness
- Boost Spring
- Instructions

As for internal mods, you will need to drill a bleed/release hole in the direct drum. We recommend drilling a .055-.060" hole at a slight angle as outboard as possible on the drum as seen here (see the small black hole):



We also leave the center seal off the direct drum as part of the "dual feed" process. The "center" seal seen here on the inside of direct drum should be removed. Also remove the second sealing ring from the front of the center support.



Omit the two seals on the 1-2 accumulator piston (inner piston) shown here.



We recommend flat sanding the servo cover to ensure the surface is flat for better sealing. Re-install the servo assembly, checking for band clearance as follows. Disassemble the rear servo. Place apply piston on the pin with washer between them but no return spring, accumulator piston, or seals.

Parts shown here:

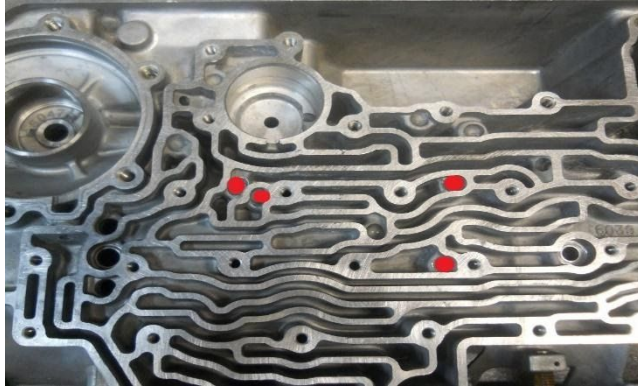


Assembled:



This gives you the overall length with no interference while checking. Check band clearance by installing piston and pin in case. (Note that the bore is actually slightly angled from the cover mating surface, the actual bore begins at the ridge.)

You should feel it engage the band, when it is in the bore push by hand firmly to judge travel. If it goes into bore too deep, you need a longer pin. Rotate output shaft both directions to judge band engagement. Ideally you want no drag when the servo is JUST in the bore but drag as soon as you start to depress further into bore. This helps prevent a possible no reverse condition and faster transbrake setup. Once the proper clearance is achieved you can assemble the rear servo. Approximately .050" travel is good.



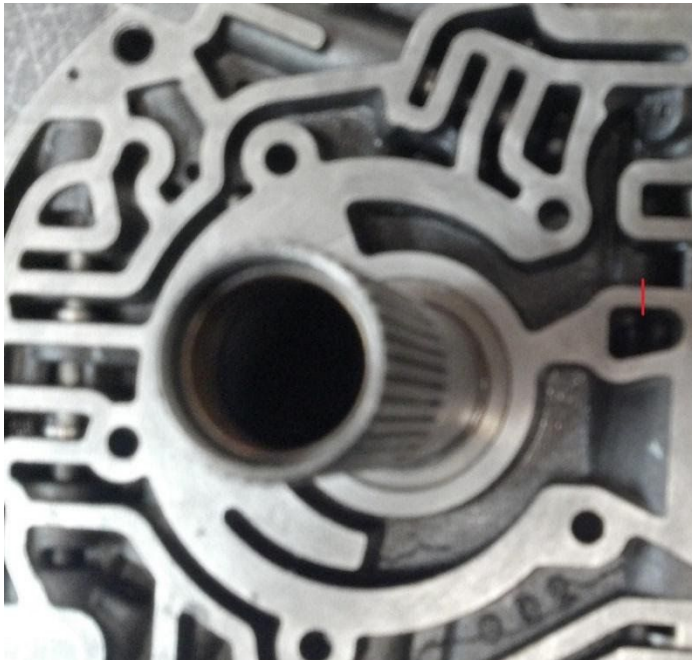
You can now install the 4 checkballs in the case at the red locations shown (left).

You can install the valve body at this time. Be sure to avoid pinching the wiring between the case and valve body.



Remove the screens and grind a flat on the middle land of the EPC solenoid as shown. Then install solenoid.

Replace oem boost spring with the one provided,
reuse the small spring.



We recommend drilling a .093" hole from the line pressure to converter charge circuit in the pump as shown. This prevents the converter from suffering charge loss during max line pressure situations. The valve body separator plate and accumulator mods have a large part in the shift feel of the unit and also affect long term reliability of hard parts and clutch packs.

The external harness needs pins added into the same location as the internal harness. The additional wires are included with the transbrake assembly.

D3 Transbrake Wiring Instructions

Wiring of the D3 Transbrake requires adding a pins to the external harness. This is easily accomplished using an existing unused wires if converting from a 4L60E or using a supplied extra pigtail wires.

We have found that the best location is in Pins J & K. This is the 2nd row, far right as the main connector goes on the trans, looking at it from the outside. Some earlier units used different pinouts and if the transbrake was installed by another builder it may not use our pinout. Please verify where the extra wires are in your internal harness to ensure proper pinout and function.

The photo below shows a stock pinout internal harness, as it would appear from the outside of the transmission. The top row of four wires from left to right is A, B, C, and D.

The 2nd row of one wire is Pin F.



Shown to the left, for reference purposes, is a stock external harness. If you look closely at your harness you may see the letter designation for each wire.

