

SUPER 80® TRANSMISSION CASE

This replacement 4L80E case is **SFI 4.1** certified. This case requires **NO** internal liner and **NO** external shields, blankets, oil pans, or oil pan straps of any kind. This certification is good for 5 years from the date of manufacture and can be recertified every 5 years by returning the case to Reid Racing for inspection.

These instructions point out specific features of the Reid Racing S80 case and how to use these features. For detailed information on how to assemble a 4L80E, the use of a factory repair manual is recommended.

ASSEMBLY NOTES

- 1) The rear needle thrust bearing is installed with the large stationary body part sitting in the counterbore at the rear of the case. If thrust shim/shims are needed, they should be placed between the case and the bearing. The shims and the bearing are Turbo 350 items. The design point is for (1) .010 shim to be used.
- 2) Use the supplied intermediate pressure plate and snap ring. The snap ring should be installed with the gap at the bottom (near the valve body).
- 3) Screw in the ARP front band anchor bolt using one of the supplied O-rings.
- 4) Lock Tite the shift selector shaft retaining screw.
- 5) The front oil cooler bosses are -6AN ports and the vent boss is a -4AN port.
- 6) If the speed sensor pickups are not used, the ports can be plugged with 15/16" diameter freeze plugs.
- 7) As delivered from Reid Racing, the case is set up as a late model version with the cooler return line going into the side of the case. The rear output shaft bushing uses the small diameter lube tube.

LATE CASE REPLACEMENT

- 1) Install the supplied oil fitting (this is a special 1/4" NPSF straight thread) with its O-ring at the side oiler port and use the supplied -6AN fitting at the supply port. Plug the front oil cooler return port (the lower boss) with the supplied -6AN plug.
- 2) Use the small GM output shaft bushing tube. It needs to be slightly bent to fit the Reid Racing case.

EARLY CASE REPLACEMENT

- 1) Plug the side oiler port with the supplied plug (this is a special 1/4" NPSF straight thread) and O-ring. Install the supplied -6AN fittings into both front oil cooler ports.
- 2) The front oil cooler return port connects to a pocket in the valve body area. Remove and discard the 1/8 NPT hex pipe plug from the valve body pocket.
- 3) The early cases use a large diameter rear bushing lube tube. Drill out the case bushing lube tube hole with an "N" drill (.302 diameter) and ream with a .308 diameter ream (McMaster Carr P/N 8324A86). The final hole size needs to be .310/.308 diameter. The tube needs to be slightly bent to fit the Reid Racing case.

LIMITED 90 DAY WARRANTY

Reid Racing, Inc. products are warranted directly by Reid Racing against defective material or workmanship under normal use and service for a period of 90 (ninety) days after purchase. Reid Racing will repair or replace the defective unit, at Reid Racing option, free of charge. This warranty does not cover any damage to the product caused by abuse, mishandling, alteration, failure to follow installation/operating instructions, maintenance, storage and environmental conditions, or repair attempts made by anyone other than a Reid Racing authorized service facility.

OTHER THAN THE LIABILITY STATED ABOVE, REID RACING, INC. SHALL NOT BE LIABLE FOR INJURY, CONSEQUENTIAL, OR OTHER TYPE DAMAGES RESULTING FROM THE USE OF ITS PRODUCTS.

This warranty is in lieu of all other warranties of merchantability or fitness of use. This warranty gives you specific legal rights,