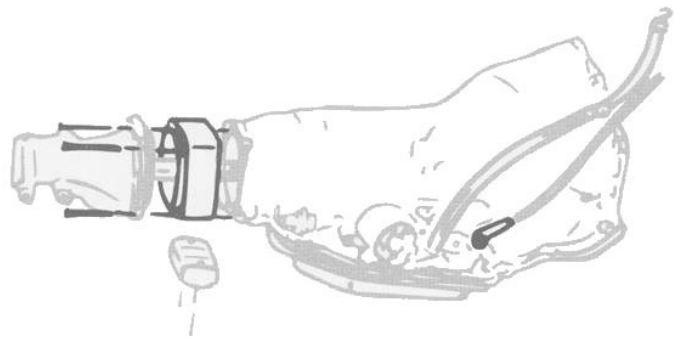


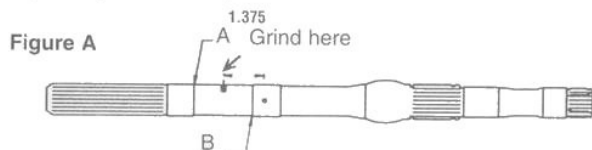
INSTALLATION INSTRUCTIONS

TRANSMISSION SWITCH KIT **QUICK-SWAP®** 4 x 2 700-R4 to 350



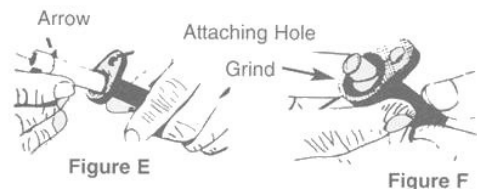
7Q-35B

1. Select a 350 non lock-up transmission with a 9" extension housing.
2. Remove the extension housing, inner speedo-gear, clip, and drive shaft yoke seal housing (where used) from the old 700-R4 transmission just taken from the vehicle. These parts all will be reused on the 350 transmission.
3. Remove the extension housing from the 350 transmission. From the center of the existing speedo-gear clip hole, measure back toward the end of the shaft approximately 1 3/8". Grind a small flat area on the shaft. Now drill a 1/16" hole into the shaft 1/8" deep. Do not try to drill too fast, as the shaft is fairly hard.
4. Wrap the plastic shim, furnished in the kit, around the shaft between points A and B (Figure A). The gap of the shim should fall at the hole just drilled in the shaft. Install the speedo-gear clip into the hole. While holding the shim tight to the shaft, slide the 700 speedometer gear over the shim and clip. Install the drive shaft yoke seal (if used) onto the output shaft.



5. Assemble the adapter as pictured. Place the adapter next to the 350 transmission case, then the 700 extension housing. Secure the adapter and extension housing with the four bolts furnished.
NOTE: The Kit contains two O-rings. One is for the adapter and the other is for the original extension housing.

6. At the time of installation, install a 350 non lock-up converter.
7. Install the filler tube and stick. Reuse the dust cover from the 700-R4 unit.



8. With the detent cable removed from the vehicle, cut off the cable anchor extension tip (Figures B & C). Next, pull the inner cable end out of the housing, as far as it will move (Figure D). The attaching tip cable flange will need to be ground to approximately 3/16" in diameter for the cable to pass through the changeover kit cable end. When properly sized, slip the end over the attaching tip to make sure there is clearance. Before pushing the cable end into the cable housing, point the arrow (Figure E) toward the attaching hole of the cable housing. Then, coat the end with silicone or other adhesive sealant and push the cable end into the cable housing (Figure E). When finished, the cable will appear as Figure F. It may be necessary to grind the back of the cable housing as shown in Figure F before installation. With a side cutter, cut the detent wire as in Figure G.

9. The plastic indicator decal is installed by removing the screws that hold the dash into the cowl frame. You will then see the indicator plate. Wipe the indicator clean with alcohol or thinner! Use the right edge and the bottom of the decal as your guide. Peel off the back of the decal and press it firmly on the clean indicator, reassemble dash.

- 10a. **GAS ENGINE:** To furnish vacuum to the transmission, use 3/16" tubing (brakeline or equivalent) approximately 3 feet in length. Hook this line into a vacuum source at the engine intake manifold and run the line down to the modulator. At an idle, there should be 15 or more inches of vacuum at the modulator. If not, check the vacuum source. **NOTE: Do not use rubber vacuum tube from motor to transmission. It may heat up and collapse.**

- 10b. **DIESEL ENGINE:** Remove the Throttle Position Sensor located on the injector pump. Replace this sensor with the transmission regulator GM Part #14057219. Tap into a vacuum line running from the vacuum pump and connect it to the vacuum regulator lower outlet, the one without the red cap. Remove the EGR vacuum line at the intake throat and plug it. It will be necessary to run a vacuum line from the vacuum regulator upper outlet, the one with the red cap, to the modulator.

After completing installation, take the vehicle for a test drive. It may be necessary to adjust the shift pattern by adjusting either the vacuum regulator (diesel only) or the modulator, or possibly both. For earlier shift, use GM Modulator #3035519.

The selector can be adjusted from under the vehicle by loosening the adjustment on the linkage coming down from the firewall.

**Not for electronic equipped speedometer.
Use 7-35B.**