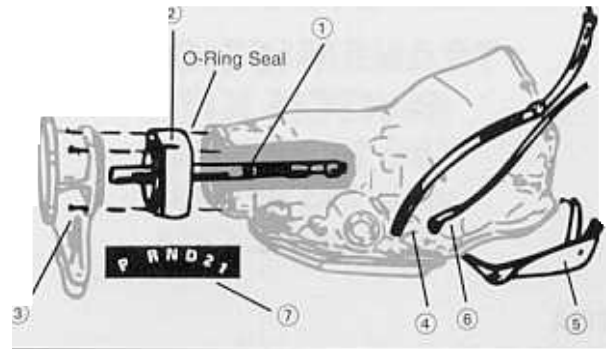


TRANSMISSION SWITCH KIT

TRANS-SWAP®

4 x 4 700-R4 to 350



S-350-4

1. Select a 350 non lock-up transmission. Install output shaft (Item #1) and the detent wire. See Instruction #7 and **Figure**
2. The extension housing O-ring is to be placed on the front edge of the adapter block (Item #2).
3. Screw the four threaded rods (Item #3) into the four extension housing mounting holes.
4. Assemble the adapters as pictured; the adapter block (Item #2) next to the 350 transmission case, and then the old 700 adapter. Secure the adapters with the four nuts furnished.
5. Install a 350 non lock-up converter.
6. Install the filler tube, stick and dust cover (Items #4 and #5). Dust cover screws are furnished.
7. With the detent cable (Item #6) removed from the vehicle, cut off the cable anchor extension tip (**Figures A and B**). Next, pull the inner cable end out of the housing, as far as it will move (**Figure C**). 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 D**) 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 D**). When finished, the cable will appear as **Figure E**. It may be necessary to grind the back of the cable housing as shown in **Figure E** before installation. With a side cutter, cut the detent wire as in **Figure F**.

8. The plastic indicator decal (Item #7) is installed by removing the screws that hold the dash into the cowl frame. The indicator plate will be visible. Wipe the indicator clean with alcohol or thinner! Use the right edge and the bottom of the decal as a guide. Peel off the back of the decal and press it firmly on the clear indicator, reassemble dash.

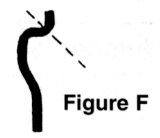
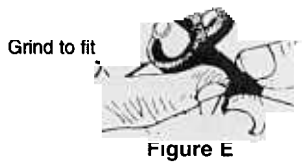
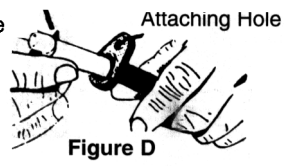
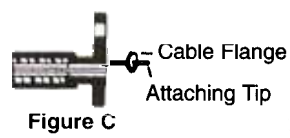
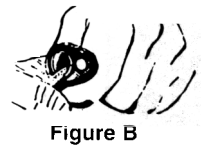
9a. **GAS ENGINE:** To furnish vacuum to the transmission, use 3/16" tubing (brakeline or equivalent) approximately 3 feet in length. Hook this line into a vacuum source at the engine intake manifold and run the line down to the modulator. At an idle, there should be 15 or more inches of vacuum at the modulator. If not, check the vacuum source.

NOTE: Do not use rubber vacuum tube from motor to transmission. It may heat up and collapse.

9b. **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 at the vacuum regulator valve upper outlet, the one with the red cap, to the modulator.

10. Install the filler tube and stick (Item #4) and dust cover (Item #5). 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.

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



Part Number	Length of Shaft
S-350-4	14 1/8"