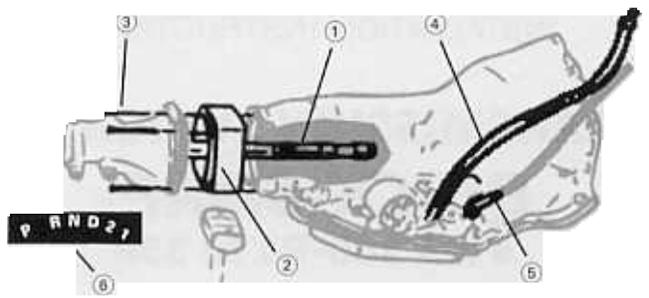


TRANSMISSION SWITCH KIT

TRANS-SWAP®

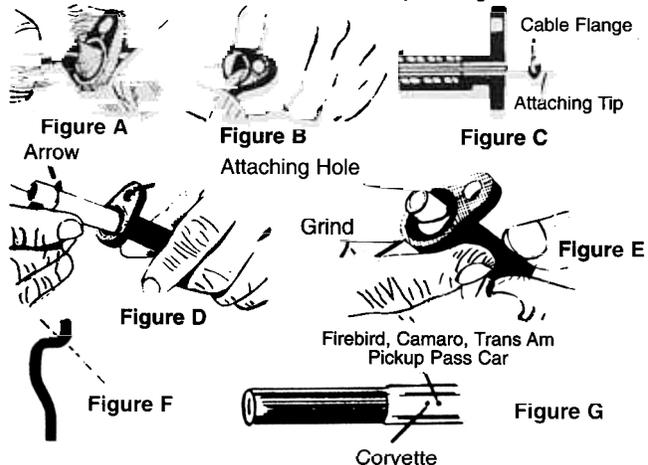
**4 x 2 700-R4 to 350
Pickup & Passenger Car**

S-350-2



1. Install the output shaft (Item #1).
2. The extension housing O-ring furnished is to be placed on the front edge of the adapter block (Item #2).
3. Remove the inner speedo-gear, clip and drive shaft yoke seal housing (where used) from the old 700-R4 transmission just taken from the vehicle. This gear, clip and seal can now be installed on the output shaft (Item #1). (See **Figure G**.)
4. Assemble the adapters as pictured: the adapter next to the 350 transmission case, and then the 700 extension housing. Secure the adapter and extension housing with the four bolts furnished (Item #3).
5. Install a 350 non lock-up converter.
6. Install the filler tube and stick (Item #4). Reuse the dust cover from the 700-R4 unit.
7. On all units except Corvette, the transmission mount should be bolted to the bottom of the adapter (Item #2) with the two 3/8" x 5/8" bolts furnished. The Corvette mount should be bolted to the extension housing mount assembly. See **Figure G** for speedometer gear configuration.

8. With the detent cable (Item #5) removed from the vehicle, cut off the cable anchor extension tip (**Figures A & 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 (**Figure F**).

9. The plastic indicator decal (Item #6) 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 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.

11. 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.

Part Number	Length of Shaft
S-350-2	18 1/2"