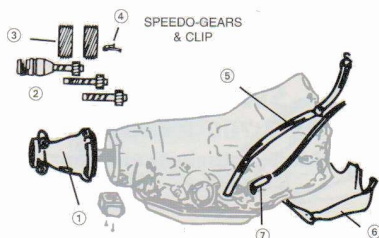


## INSTALLATION INSTRUCTIONS

# TRANSMISSION SWITCH KIT 200C to 350 Camaro, TransAm, Firebird



### 2-35B

1. This Changeover Kit requires a 350 non lock-up transmission with a 6" extension housing to fit engine style.
2. After the original transmission is removed, verify the tooth count on the original speedometer gears, so they can be matched with the gears supplied in the kit.
3. Install the new inner gear (Item #3), retaining clip (Item #4) and speedometer gear (Item #2) to the output shaft.
4. Install the new extension housing (Item #1) and O-ring furnished in the kit. When the housing is bolted in place, install the outer speedometer gear.
5. Install the filler tube and stick (Item #7).
6. Before installing the dust cover (Item #6), it should be cut off to fit the application. Fit and attach the dust cover.
7. Install a 350 non lock-up converter.
8. Install Teckpak-Fitzall Detent Cable (Item #7). Adjust the new outer cable so that it is approximately 1" longer than the original cable housing. Do not make any adjustments to the inner cable until the installation is complete.

**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 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:** Most 5.7 liter diesels already are equipped from the factory with a vacuum regulator valve. It will be bolted onto the side of the injector pump. Run a vacuum line from the regulator to the transmission modulator. If the vehicle is not equipped with a vacuum regulator, purchase one from the GM dealer for the specified vehicle in question.

**10.** 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.