

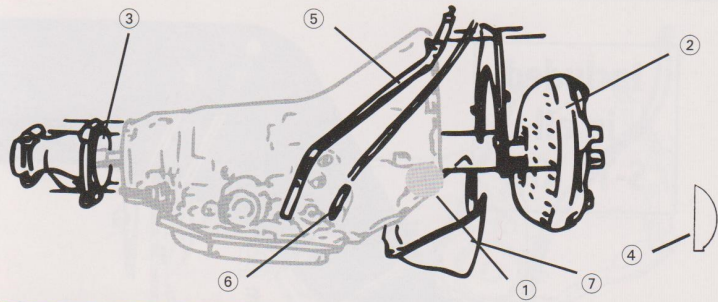
INSTALLATION INSTRUCTIONS

TRANSMISSION SWITCH KIT

4 x 2 200C to 350

Pickup & Passenger Car

2S-35B Small Engine 2.8 V6



1. Use a 350 Pontiac, Buick or Oldsmobile short shaft non lock-up transmission for rebuilding.

2. After removing the parts from the transmission and cleaning the case, attach the template (Item #4) to the bottom of the case (Location #1) with a dust cover bolt. Draw a line with a felt type pen or other suitable marker to indicate the part of the case to be removed. The cut can be made with a hacksaw or grinder. This cut is necessary to give the exhaust sufficient clearance. On some vehicles it also will be necessary to remove the corner on the driver's side.

3. Match the old inner speedometer gear with the new inner speedometer gear furnished in the kit. Install it onto the output shaft of the 350 transmission. Then install the extension housing (Item #3) onto the 350 transmission.

4. Install the converter (Item #2), furnished with the kit. No flywheel change is necessary. Reuse the converter bolts removed from the 200C converter.

5. The engine adapter plate and necessary hardware must be installed on the engine. During the installation of the plate, it will be necessary to remove the starter and the original engine dowel pins.

Hint: Bend the cowl flange toward the back of the vehicle to provide more room to work. Supplemental installation instructions are available on the bottom of this sheet for the engine plate. Also enclosed is a sheet showing the location of each bolt used on the plate. Please read it before installing the transmission or engine adapter plate.

6. Install the filler tube and stick (Item #5). The dust cover (Item #7) also should be attached at this time using the three line-up holes. It will be necessary to drill a hole into the transmission case on the driver's side to put the top screw in.

7. Install Teckpak-Fitzall Detent Cable (Item #6).

8. 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 it 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.

9. After completing installation, take the vehicle for a test drive. It may be necessary to adjust the shift pattern by adjusting the modulator. 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.



Figure 1 **S-10 and S-15 Instruction Supplement**

On some S-10 and S-15 conversions, a vibration may occur due to the body of the vehicle touching the case.

Notice in **Figure 1** the upper portion of the transmission case. The support rib runs to the upper ear. In **Figure 2** this area has been ground off. On some S-10 Blazers, this portion will touch the body unless ground off.

Here are some other problems that may occur upon installation:

1. The exhaust system on the driver's side will touch the ear of the case. If this happens, cut the ear off with a hacksaw. (See instruction #2 from above.)

Figure 2



2. All bolts must be installed holding the plate to the engine. A vibration can occur if all the bolts are not installed.

3. The bolt coming through the block into the plate behind the starter at times can come too far through the plate. If this happens, the bolt end will hold the transmission case away from the plate. Be sure to grind off this bolt if it protrudes past the plate.

4. Be sure to remove the original dowel pins from the engine block before installing the engine adapter plate.