

Transmission Switch Kit  
4 x 4 4L80E to 400 93'-95'  
Pickup Truck

March 17, 2008

8-40A

Teckpak-Fitzall

Note: This kit will only work on 93"-95" 4-wheel drive 4L80E's

1. Install output shaft in a 400 Chevy transmission at the time of rebuilding.
  2. The freeze plug is to be driven, hollow side out, into the transmission case where the speedometer housing has been removed.
  3. There is one extension housing gasket with the block. Place on the front edge of the adapter block supplied.
  4. Screw the six threaded rods into the six extension housing mounting holes in the transmission.
  5. Install the adapter block onto the threaded rods making sure the gasket is in place.
  6. Install the extension housing gasket in the instruction bag onto the old transfer case adapter.
  7. Install the old transfer case adapter onto the threaded rods making sure the gasket is in place. Secure the adapters with the six lock washers and six nuts furnished.
  8. Install a 400 torque converter into the transmission.
  9. Install the filler tube with stick in the transmission. It will work with standard or deep pans.
  10. Install the transmission into vehicle.
  11. The install transfer case adapter gasket onto the transfer case. Then install the transfer case into the vehicle.
  12. The passing gear switch is mounted on the accelerator bracket in such a way that the movement of the accelerator pedal will move the bar on the switch as it nears full throttle. Most trucks have a pre-drilled hole and recessed area to hold the switch. The installer then must run a hot wire to either side of the switch. Another wire must be attached to the remaining lead on the switch and run down to the passing gear connector on the left rear of the transmission.
  13. The plastic indicator decal 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 clean indicator, reassemble dash.
- Gas Engine:** To furnish vacuum to the transmission, use one piece 3/16" (brake line or equivalent), approximately 3 feet in length, two short pieces of 3/16" ID rubber hose approximately 6 inches in length. Hook the brake line into a vacuum source at the engine intake manifold using one of the short pieces of rubber hose. Run the other end of the brake line down to the modulator and connect it to the modulator with the other piece of rubber hose.
- Diesel Engine:** It is suggested that you use a part 40M, mechanical modulator. It need to be used with a 700 detent cable, we suggest using part K77978. Install the mechanical modulator like you would the regular modulator. To install the cable connect it to the accelerator bracket above the accelerator cable. Then under the vehicle connect the inner wire terminal onto the wire in the mechanical modulator. Follow by connecting the outer housing of the cable to the hole in the mechanical modulator and bolt it on. Then return to the top of the engine and hook the cable to the throttle linkage. Set inner wire to pull the inner wire 1 inch at full throttle.
15. After completing installation, install your drive shafts and speed sensor wires. Take the truck for a test drive. It may be necessary to adjust the shift pattern by adjusting either the vacuum modulator or detent cable depending on whether it is a gas or diesel engine.
  16. The selector can be adjusted from under the truck by loosening the adjustment on the linkage coming down from the firewall.