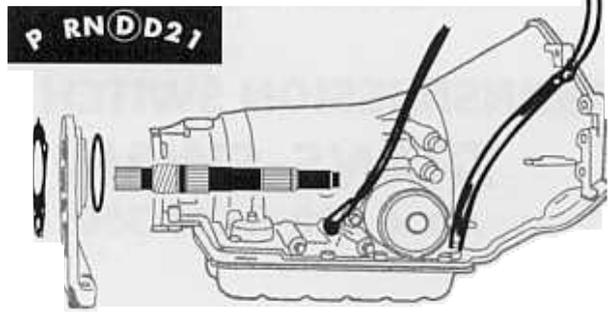


INSTALLATION INSTRUCTIONS

TRANSMISSION SWITCH KIT 350 to 700-R4 with 203 or 205 GM Transfer Case



3-70A

NOTE: This definitely is NOT a bolt-in kit because the overall length will increase by 1 7/8". Be prepared either to reposition the engine or alter the drive shafts and shifter hole to compensate for the added length of the rebuilt unit.

1. Install the output shaft provided in the kit.



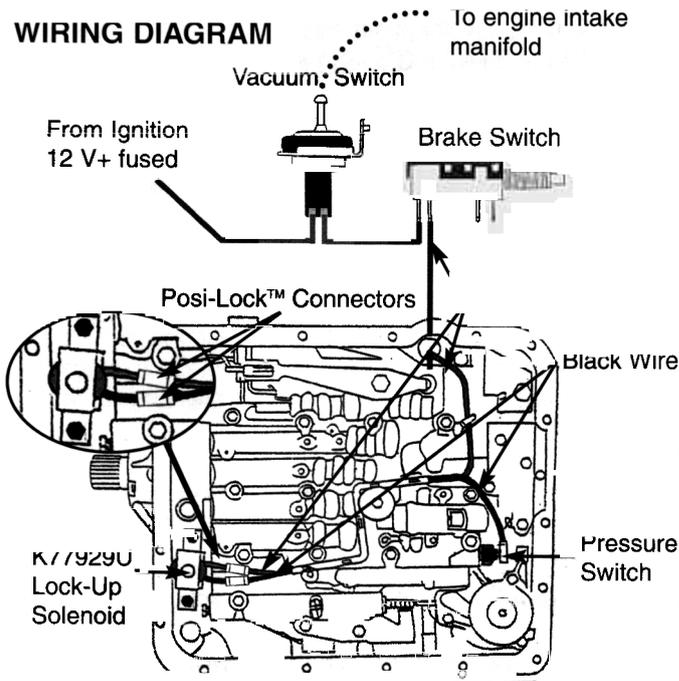
Output Shaft

2. Install the filler tube and stick. Reuse the original dust cover from the 350 transmission unit.

3. The detent cable has been sized to fit the 700-R4. Simply install the cable.

4. A lock-up system consisting of a vacuum switch and pressure switch is required to complete the installation. These components are furnished in the kit. Remove the old solenoid and replace with the K77929U included in the kit. Splice the red and black wires using the Posi-Lock™ Connectors provided. See Wiring Diagram.

WIRING DIAGRAM

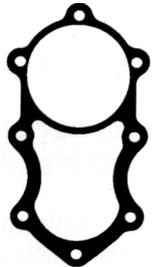


NOTE: Without a Brake Switch, the engine may stall during a panic stop.

5. Reinstall the transmission. Important: Since the overall dimensions have increased by 1 7/8", modification to engine position or alteration of the drive shaft will be necessary.



New Process
— 203



New Process
205 —

6. Install the O-ring on the transmission side of the transfer case adapter. There are two types of transfer case adapter gaskets to fit your particular application.

Parts Included in This Kit:

- Filler Tube
- Detent Cable
- Lock-Up Solenoid K77929U
- Posi-Lock™ Connectors
- Transfer Case Gaskets (2 types)
- Adapter O-ring
- TCC Vacuum Switch
- Terminal for Vacuum Switch
- Plastic Terminal End for Switch
- N.O. Pressure Switch
- Brake Switch
- Selector indicator

Part Number	Length of Shaft
3-70A	11"