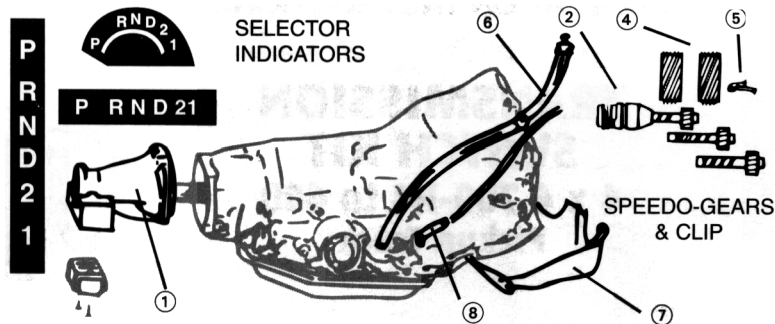


INSTALLATION INSTRUCTIONS

TRANSMISSION SWITCH KIT 200-4R to 350



2R-35A/P

1. This Changeover Kit requires a 350 non lock-up transmission with a 6" extension housing to fit engine style.

2. To determine the proper speedometer gears, remove the pan from the old 200-4R transmission. With the pan removed, notice the aluminum cover toward the rear of the transmission that is held in place with 4 bolts. Remove this cover and pull out the governor. Count the number of teeth on the speedometer gear (**Figure A**). Next, remove the outer gear from the transmission and count the teeth on the gear.



Figure A
Typical 18-tooth gear. Count lobes from end of gear.

3. Use these 2 numbers as follows: Assuming that the inner drive gear is 18 and the outer drive gear is 38, divide 38 by 18 = 2.1. The kit contains a 8-, 9-, and 10-tooth inner gear. $10 \times 2.1 = 21$. So in this case a 10-tooth inner and a 21-tooth outer gear is required.

Furnished with the kit are: 19-tooth gear (white)
20-tooth gear (blue)
21-tooth gear (red)

If the answer to the equation is either lesser or greater than the gears in the Kit, purchase the appropriate gear from the local GM dealer.

4. The inner gear (Item #4) is held in place on the output shaft with the speedo clip (Item #5). Place the proper outer speedometer gear into the gear support (Item #2) and attach it to the extension housing with the original clip.

5. The O-ring furnished should be placed on the front edge of the extension housing (Item #1). Now install the extension housing onto the transmission.

6. Install the filler tube and stick (Item #6). The dust cover (Item #7) furnished with this kit should also be attached.

7. Install a 350 non lock-up converter.

8. Install Teckpak-Fitzall Detent Cable (Item # 8).

9. On vehicles with dash mounted selector indicator, the plastic indicator decal (Item #9) 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. On floor shifters, remove the screws holding the indicator body. Turn plate over. Notice two star nuts holding the indicator in place. Remove these nuts. Place decal over the existing indicator. Reassemble indicator plate and install indicator body onto vehicle.

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 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: 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 car is not equipped with a vacuum regulator, purchase one from the GM dealer for the specified vehicle in question.

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.

The selector can be adjusted from under the vehicle by loosening the adjustment on the linkage coming down from the firewall.