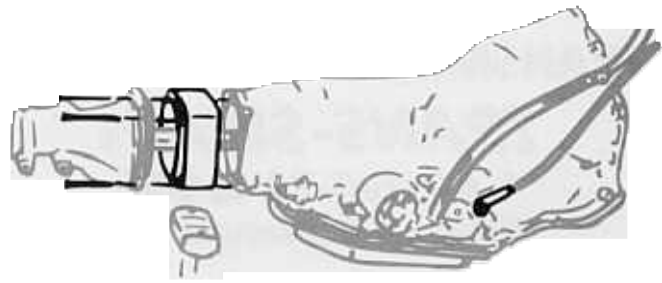


TRANSMISSION SWITCH KIT

QUICK-SWAP®

4 x 4 700-R4 to 350



7Q-35A

1. Select a 350 non lock-up transmission with a 6" extension housing.
2. Remove the extension housing and speedometer gear with clip from the transmission.
3. Measure the shaft back from the center of the speedometer gear clip hole 3 1/4" (see **Figure A**). Wrap a piece of masking tape around the shaft, see **Figure A**. This is where the shaft will be cut off. Cut off approximately 1 3/8".

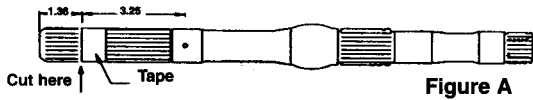


Figure A

4. There are two methods of cutting off the shaft. The easiest is to use a hand-held electric power saw (Skill Saw) using a reinforced metal cut-off blade. This blade can be purchased from a local hardware store. (Be sure to read and observe instructions on use of this blade.) At the end of the masking tape (**Figure A**), slowly cut the shaft off. (Use safety goggles.)

The second method of cutting the shaft is with a hacksaw. First, take a hand-held grinder and grind through the splines approximately 1/4" deep at the edge of the masking tape, completely around the shaft. Cut the shaft with a hacksaw. With a file, knock off any burrs from the splines after finishing the cut. **WARNING: ALWAYS WEAR SAFETY GOGGLES WHEN USING ELECTRIC POWER TOOLS.**

5. The extension housing O-ring furnished is to be placed on the front edge of the adapter block (Item #1).
6. Screw the four threaded rods (Item #2) into the four extension housing mounting holes.
7. Assemble the adapter block (Item #1) next to the 350 transmission case and then the old 700 adapter. Secure the adapters with the four nuts furnished.



Figure B



Figure C

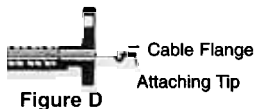


Figure D

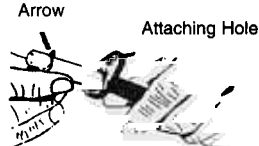


Figure E

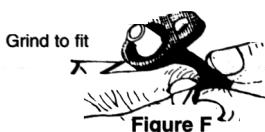


Figure F

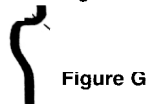


Figure G

8. Install a 350 non lock-up converter.
9. Install the filler tube and stick and dust cover.
10. With the detent cable (Item #3) removed from the vehicle, cut off the cable anchor extension tip (**Figures B and C**). Next, pull the inner cable end out of the housing as far as it will move (**Figure D**). The attaching tip cable flange will need to be ground to approximately 3/16" in diameter for the cable to pass through the changeover kit cable end. When properly sized, slip the end over the attaching tip to make sure there is clearance. Before pushing the cable end into the cable housing, point the arrow (**Figure E**) toward the attaching hole of the cable housing. Then coat the end with silicone or other adhesive sealant and push the cable end into the cable housing, as in **Figure E**. When finished, the cable will appear as **Figure F**. It may be necessary to grind the back of the cable housing as shown in **Figure F** before installation. With a side cutter, cut the detent wire as in **Figure G**.

11. The plastic indicator decal (Item #4) is installed by removing the screws that hold the dash into the cowl frame. The indicator plate will become 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.

12a. 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 the line 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.**

12b. DIESEL ENGINE: Remove the Throttle Position Sensor located on the injector pump. Replace this sensor with the transmission regulator GM Part #14057219. Tap into a vacuum line running from the vacuum pump and connect it to the vacuum regulator lower outlet, the one without the red cap. Remove the EGR vacuum line at the intake throat and plug it. It will be necessary to run a vacuum line from the vacuum regulator upper outlet, the one with the red cap, to the modulator.

13. After completing installation, take the vehicle for a test drive. You may need 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 the linkage coming down from the firewall.