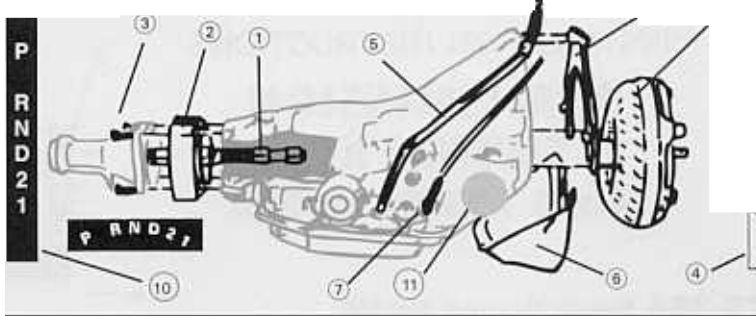


# INSTALLATION INSTRUCTIONS

## TRANSMISSION SWITCH KIT 4 x 2 700-R4 to 350 Pickup & Passenger Car

### 7S-35B Small Engine 2.8 V6



1. Install output shaft (Item #1) furnished with the kit in a 350 Pontiac, Buick, Oldsmobile non lock-up transmission at the time of rebuilding.

2. Once the parts have been removed from the transmission and the case cleaned, attach the template (Item #4) to the bottom of the case (Location #11) 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 will also be necessary to remove the corner on the driver's side.

3. Remove the inner speedo-gear, clip and drive shaft yoke seal housing (where used) from the old 700-R4 transmission just taken from the vehicle. This gear, clip and yoke seal now can be installed on the output shaft (Item #1). See **Figure A**.

Firebird, Camaro, Trans Am, Pickup, Van-Pass. Car **Figure A**



4. One of the two extension housing O-rings furnished is to be placed on the front edge of the adapter block (Item #2) and the other on the original extension housing removed from the old 700-R4 unit. The 700-R4 extension housing is reused on the 350 Switch Kit attaching to the adapter block with (Item #3) the four bolts furnished.

5. Install the converter (Item #9) furnished with the kit. No flywheel change is necessary. Reuse the converter bolts removed from the 700-R4 converter.

6. The engine adapter plate (Item #8) and necessary hardware must be installed on the engine. During the plate installation, 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.

7. Install the filler tube and stick (Item #5). The dust cover (Item #6) also should be attached at this time. Only three holes will be available for use on the dust cover. It may be necessary to drill one hole in the case on the driver's side to put in the upper screw.

8. The transmission mount should be bolted to the bottom of the adapter (Item #2) with the 2-3/8" x 5/8" bolts furnished. The cross member bolts go back exactly as removed.

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

10. On vehicles with dash mounted selector indicator, the plastic indicator decal (Item #10) 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. Install indicator body back onto vehicle.

11. **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.**

12. 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.

#### Part Number

#### Length of Shaft

17 5/8"



Figure 1

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.)

### S-10 and S-15 Instruction Supplement

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.