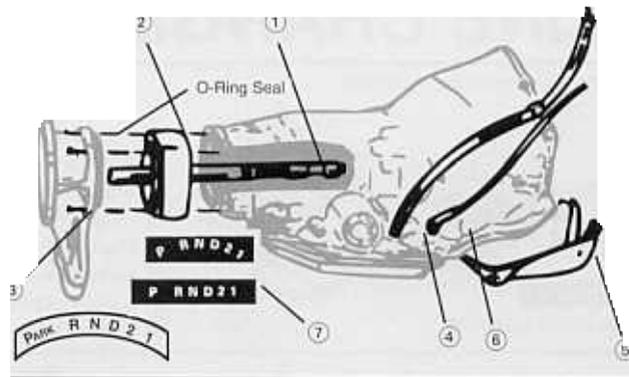


TRANSMISSION SWITCH KIT

4 x 4 700-R4 to 350 Pickup Truck, Van



V-8

7-35A, V7-35A, 7S-35C

1. Install output shaft (Item #1) in the 350 non lock-up transmission.

2. There are two extension housing O-rings furnished in the kit. One is to be placed on the front edge of the adapter block (Item #2) and the other on the original footed adapter removed from the old 700-R4 unit.

3. Screw the four threaded rods (Item #3) into the four extension housing mounting holes.

4. Assemble the adapters as pictured: the adapter block (Item #2) next to the 350 transmission case, then the old 700 adapter. Secure the adapters with the four nuts furnished.

5. Install a 350 non lock-up converter.

6. Install the filler tube, stick and dust cover (Items #4 and #5). Dust cover screws are furnished with the kit.

7. **ON VANS:** Attach the upper dipstick tube half to the support bracket. Attach the lower half using a transmission-to-engine bolt. Use the heat shrink furnished to connect the two halves together. Remove the selector indicator assembly from the column. Pull the rubber gasket off bottom of indicator. Next, pry the inner, clear plastic portion of the indicator out of the housing. Use lacquer thinner to remove the white painted indicator figures. Wipe the front of the decal area clean with thinner and stick the clear decal on the opposite surface of the original indicator figures. Reassemble and install.

For cosmetic reasons, it may be desirable to purchase a new selector. The GM Non-Tilt Wheel number is 784101 and the Tilt Wheel number is 7840992.

8. Install Teckpak-Fitzall Detent Cable (Item #6).

9. **ON TRUCKS:** The plastic indicator decal (Item #7) 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.

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 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. 6.2 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 valve upper outlet, the one with the red cap, to the modulator.

11. After completing installation, take the truck for a test drive. It may be necessary to adjust the shift pattern by adjusting the vacuum regulator (diesel only) or the modulator, or possibly both.

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

Part Number

Length of Shaft

7-35A	14 1/8"
V7-35A	14 1/8"
7S-35C	13 5/8"