

INSTALLATION INSTRUCTIONS

Transmission Switch Kit

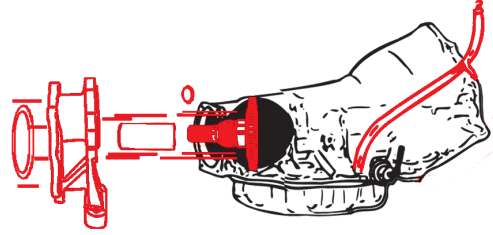
350 to 400

4x4

205 transfer case for

3-40 C

79-90



Note: This switch kit is to install a 400 transmission in front of a 205 Transfer Case. There are several styles of 205 Transfer Cases. This kit will adapt to two of the 205 Transfer Cases. It fits the peanut bolt pattern with the 10 spline from the stick transmission and the early peanut bolt pattern with the 350 spline from the 350 transmission. If you have the 350 spline from the 350 transmission you will need your shaft coupler from your old transfer case. This kit will NOT fit the round bolt pattern 205 transfer case.

1. Install the output shaft in the 400 transmission at the time of rebuilding.
2. The freeze plug is to be driven, hollow side out, into the transmission case where the speedometer housing has been removed unless the transmission was out of a four wheel drive in which case it may not have a hole in it.
3. Place the transfer case gasket on the adapter block and bolt it to the transfer case.
4. Place the coupler sleeve on the input shaft of the transfer case making sure not to damage the seals.

Manual Transmission to 400 Transmission:

NOTE: The transfer case will be moved back three inches after installing this kit.

- A. Remove the manual clutch assembly.
- B. Install a flex plate that is correct for your engine, starter and torque converter.
- C. Install your rebuilt 400 transmission. You will need to support it while you install your transfer case assembly.
- D. Install cooler lines to the bottom of your radiator if it has a transmission cooler built into it, if not you will need to add an auxiliary transmission cooler in front of your radiator.
- E. Install a 3/16 inch steel vacuum line from the engine manifold to the passenger side of the transmission. You will need two small pieces of rubber one to hook to the engine and the other to hook to the modulator.
- F. Install the filler tube and stick. The filler tube in the kit is for a shallow pan, but it also works on a deep pan.

G. Install the dust cover. It is plastic; you may want to replace it with a metal one if you are going to be in serious off road conditions.

H. You will have to find in the salvage yard the 400 transmission manual linkage arm and linkage to go to the steering column. If the steering column doesn't have a shifter arm in it you may have to replace it or use a floor shifter.

I. The passing gear switch is mounted on the accelerator bracket in such a way that the movement of the accelerator pedal will move the bar on the switch. All trucks have pre-drilled holes and recessed area to hold this switch. A hot wire must be run to either side of the switch. Another wire must be attached to remaining to the remaining lead on the switch and run down to the passing gear connector on the driver's side of the transmission.

J. The plastic indicator decal is installed by removing the screws that hold the dash into the cowl frame. You will need to install cluster with a transmission indicator if the one you have doesn't have one. The indicator plate is visible if present.

350 Transmission to 400 Transmission:

NOTE: the transfer case will be moved back two inches after installing this kit.

- A. Install your rebuilt 400 transmission with a 350 non Lock-up converter. To use a 400 converter (three lug or six lug), the flywheel will have to be changed if the flywheel does not have dual bolt pattern. You will need to support it while you install your transfer case assembly.
- B. Install the filler tube and stick. The filler tube in the kit is for a shallow pan, but it also works on a deep pan.