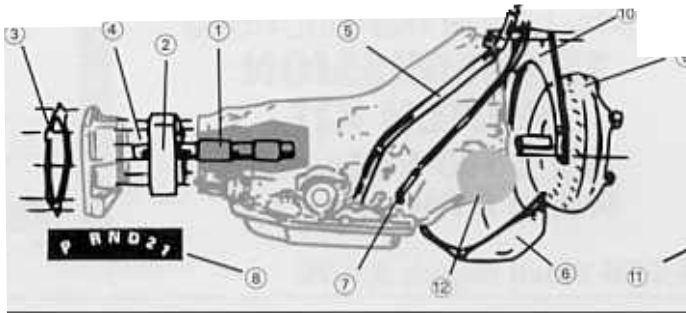


INSTALLATION INSTRUCTIONS

TRANSMISSION SWITCH KIT 4 x 4 700-R4 to 350



7S-35A Small Engine 2.8 V6

1. A Pontiac, Buick or Olds 350 non lock-up transmission is the unit needed for this kit.
2. Once the parts have been removed from the transmission and the case cleaned, attach the template (Item #11) to the bottom of the case (Location #12) 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 also will be necessary to remove the corner of the driver's side.
3. Install output shaft (Item #1) in the 350 transmission at the time of rebuilding.
4. Assemble the adapter as pictured, using the 2 square cut O-rings furnished in the kit, the adapter block (Item #2) next to the 350 transmission case, and the 700-R4 adapter. Secure the adapters with the four bolts and sealing washers furnished (Item #4). Now use the transfer case gasket, (Item #3) between the old 700 adapter and the 207 transfer case.
5. The engine adapter plate (Item #10) and necessary hardware must be installed on the engine. During the installation of the plate, 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.

6. Install the converter (item #9) furnished with this kit. No flywheel or converter bolt change is necessary.
7. Install filler tube and stick (Item #5) and dust cover (Item #6). Dust cover screws are furnished. Only 3 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. Install Teckpak-Fitzall Detent Cable (Item #7).
9. The plastic indicator decal (Item #8) 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.
10. **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.**
11. After completing installation, take the vehicle for a test drive. If unable to get the shift low enough, GM Modulator #3035519 may be needed.

Part Number	Length of Shaft
7S-35A	13 3/8"



Figure 1

S-10 and S-15 Instruction Supplement



Figure 2

On some **S-10 and S-15 Conversions**, a vibration may be experienced. This is due to the vehicle body 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.)

2. All bolts must be installed holding 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 can at times come through the plate too far. If this happens, the bolt end will hold the transmission case away from the plate. Be sure to grind this bolt off 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.