

Shift Kit® TURBO HYDRA-MATIC 350

Corrects/Prevents/Reduces

Long Soft Shifts-Especially to High
Falls out of High hot--Closely spaced shifts
(Shifts too early 2WD and 4WD trucks)

KIT FITS: 350 and 250 Trans's
With or Without lockup.

Lockup Trans may have a governor pressure switch here. Switches range from 38-54psi. Higher the psi = Higher L/up speed.



Please Read This First:

Plate supplied with this kit fits 350 **non lockup** only.
Gaskets supplied fit 350 & 250 **non lockup** only.

Identify Transmission BEFORE starting installation.

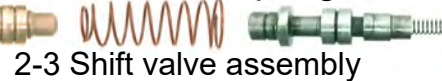
A **lockup** trans has auxiliary VB, with a solenoid, in front of main VB see Page 4. (Lockup gaskets are not provided.)

A 250 Transmission has a band adjustment on the passenger side of case toward the front and can be a lockup or a non-lockup version.

All 250C or 350C Lockups and 250 non-lockups will **re-use** the **original** plate.

All Models Install Springs as needed.

Install **WHITE** spring



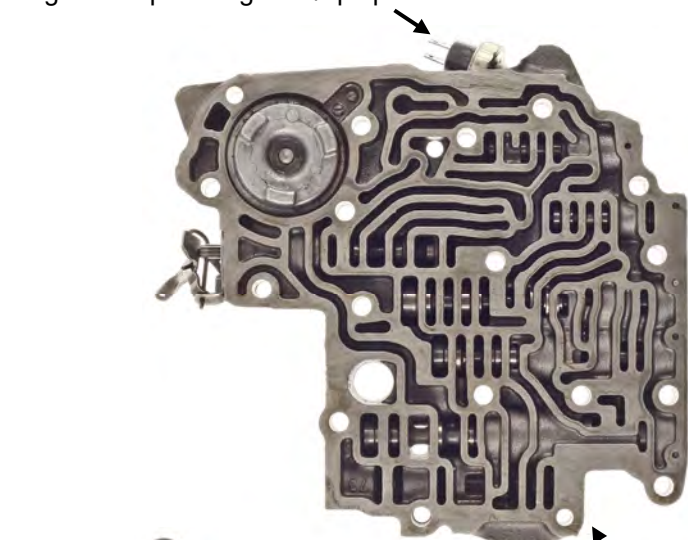
2-3 Shift valve assembly

Install **Red** spring (Optional on V6)



Pressure regulator assembly

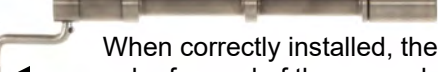
V6 Option: IF you want a firmer 1-2 install Red spring.



Late type
"S" link.



Early type
"Z" link.



When correctly installed, the "Z" type link will be forward of the manual valve like this.

Manual valve must be within 1/16 of flush with the back edge of VB in the **Drive** position on final assembly.

"Get your Shift Together"™



Mr. Shift®

This is not a high performance product. For firmer shifts order (Non-Lockup) TransGo® 350 1&2 or (Lockup) 350C 1-2 Reprogramming kit™. This kit is made for experienced professional transmission mechanics. It is designed to improve the shift quality and durability of the THM 350 trans. It furnishes additional oil flow to areas of warp and wear, and exhausts the cross leaks that often cause friction failure. Installing this kit in a trans in good condition, or during repair, is an excellent service for your customer.

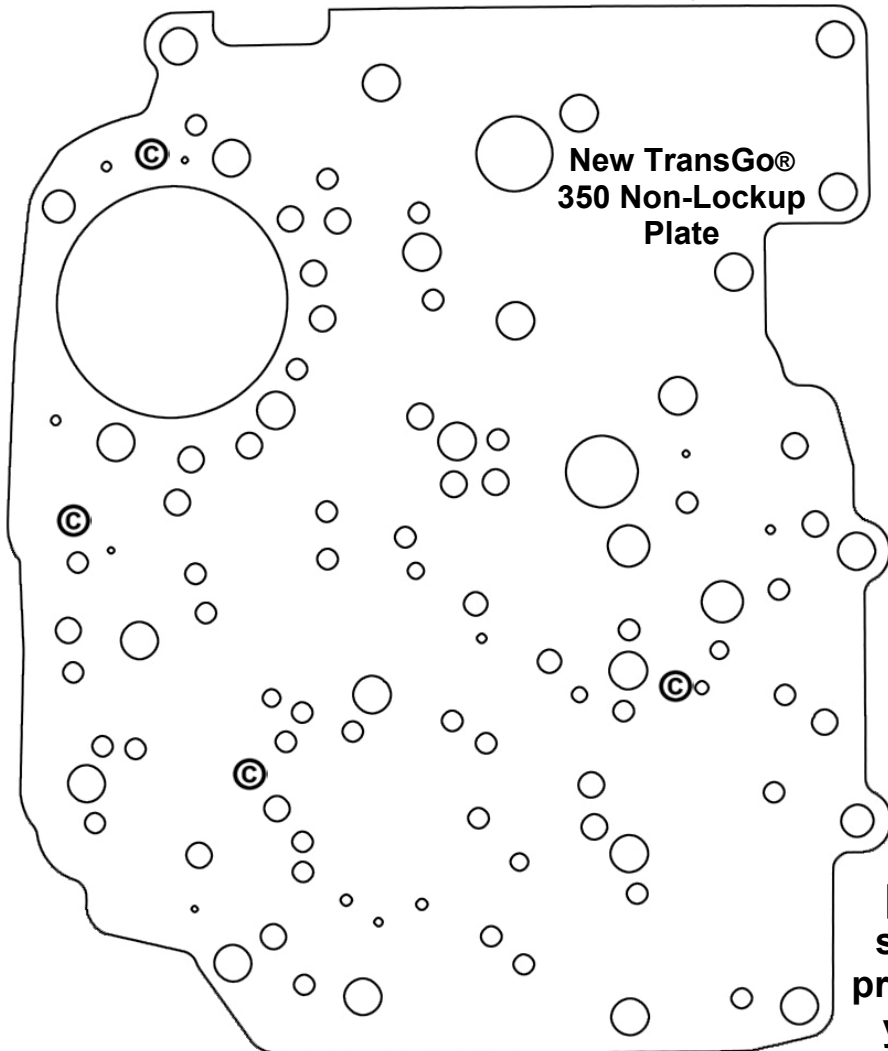
Use petroleum jelly or approved assembly gel to “stick” the Gaskets & Checkballs to the plate for “in-car” assembly.

Hole drilling: All 250’s– Lockup or Non-Lockup & all 350C Lockup Transmissions.

THM 350C:
 Hole A = V6 .073 to .076
 V8 .076 to .086
 Hole B = .120 to .147
 Hole C = .110 to .147

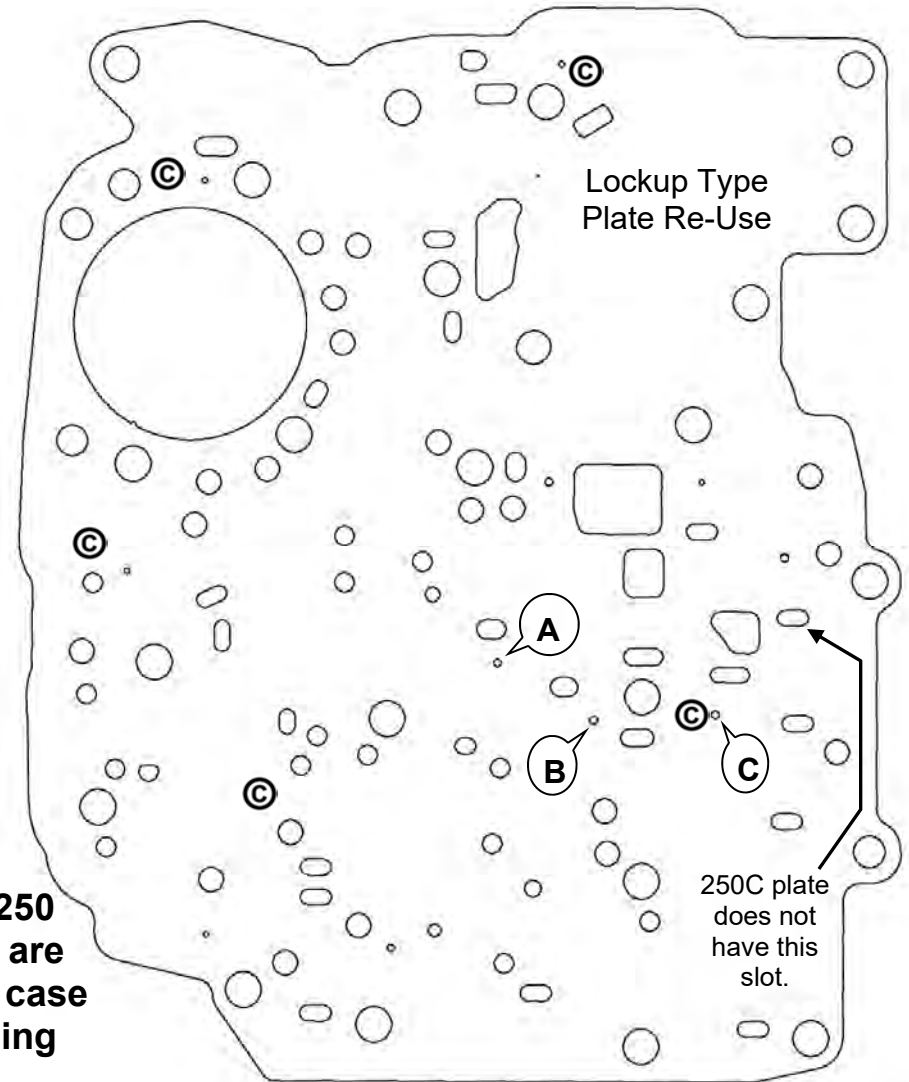
THM 250 & 250C:
 Hole A = .156 to .187
 Hole B = .156 to .187
 Hole C = .076 to .086

Do not drill the New TransGo® Plate!
 For **350 Non-Lockups** Only.



Non-Lockup: Use's (4) .250 balls

[4] extra .250 steel balls are provided in case your missing some.

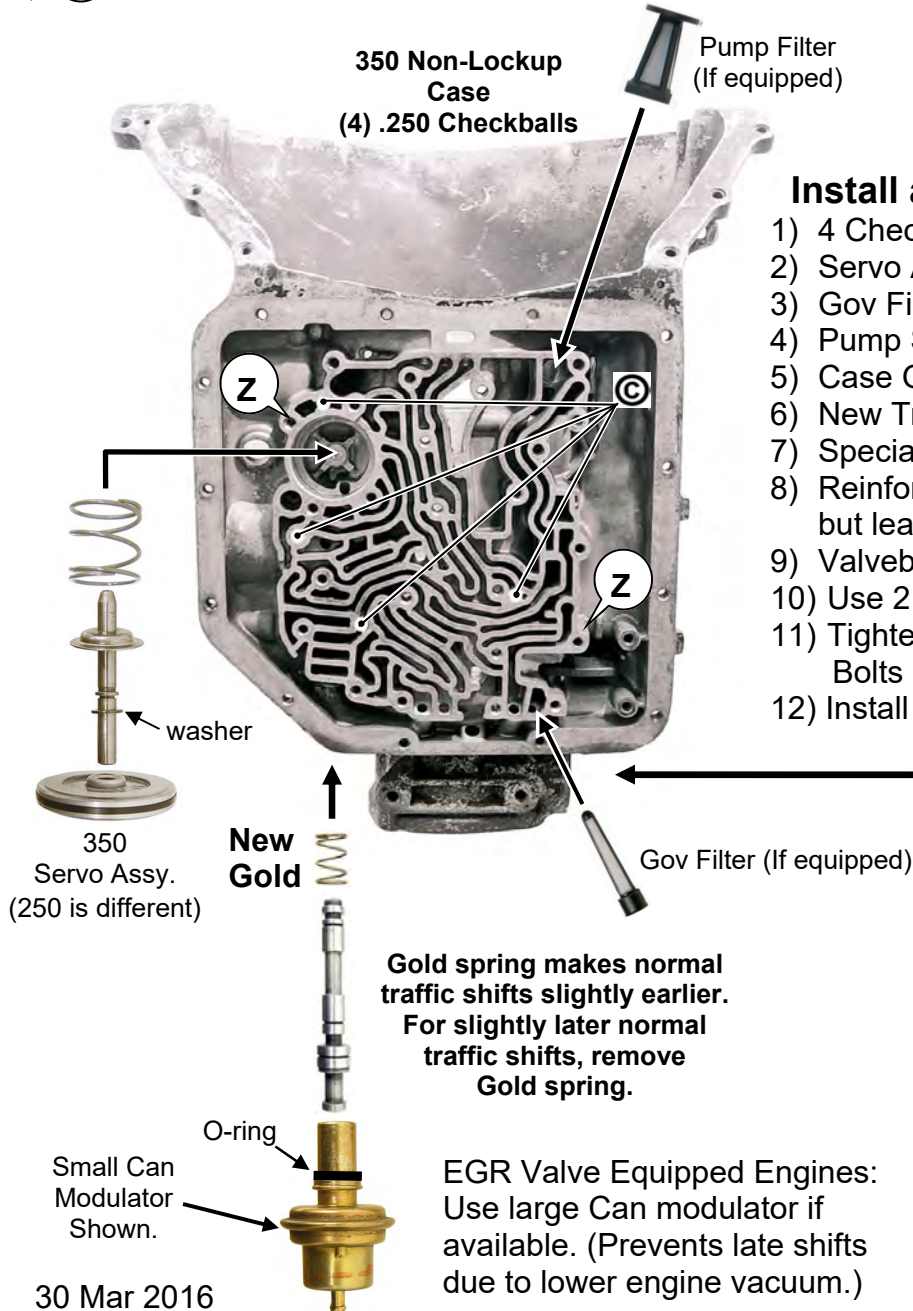


Lockup: Use's (5) .250" balls.

Assembly for 350 Non Lock-up (250 Non Lock-up similar)

⊙ = Checkball locations with Trans on the bench.

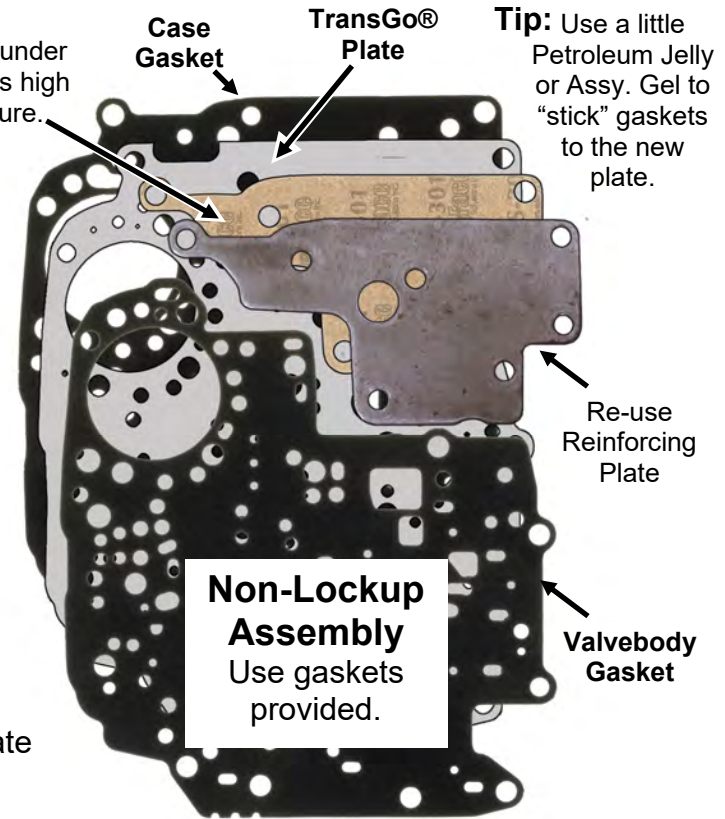
Ⓩ = Alignment bolt locations to align plate & gaskets.



Install as follows:

- 1) 4 Checkballs (Re-use)
- 2) Servo Assy.
- 3) Gov Filter (If equipped)
- 4) Pump Screen (If equipped)
- 5) Case Gasket (Provided)
- 6) New TransGo® Plate
- 7) Special TransGo® Gasket
- 8) Reinforcing Plate & bolts but leave bolts **loose**.
- 9) Valvebody Gasket (Provided)
- 10) Use 2 VB bolts ("Z" Alignment)
- 11) Tighten 7 Reinforcement Plate Bolts & Remove "Z" bolts.
- 12) Install Valve Body & bolts.

Installing New special gasket under reinforcing plate stops high clutch leak and failure.



Tip: Use a little Petroleum Jelly or Assy. Gel to "stick" gaskets to the new plate.

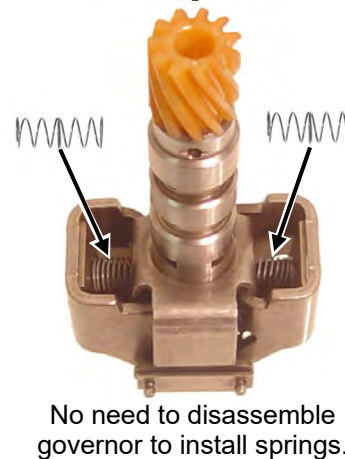
Several governor springs are furnished.

Passenger: Two Yellow
Light trucks: Two Yellow
4WD: White and Yellow

Customizing shifts after road test:

Spring Combinations:

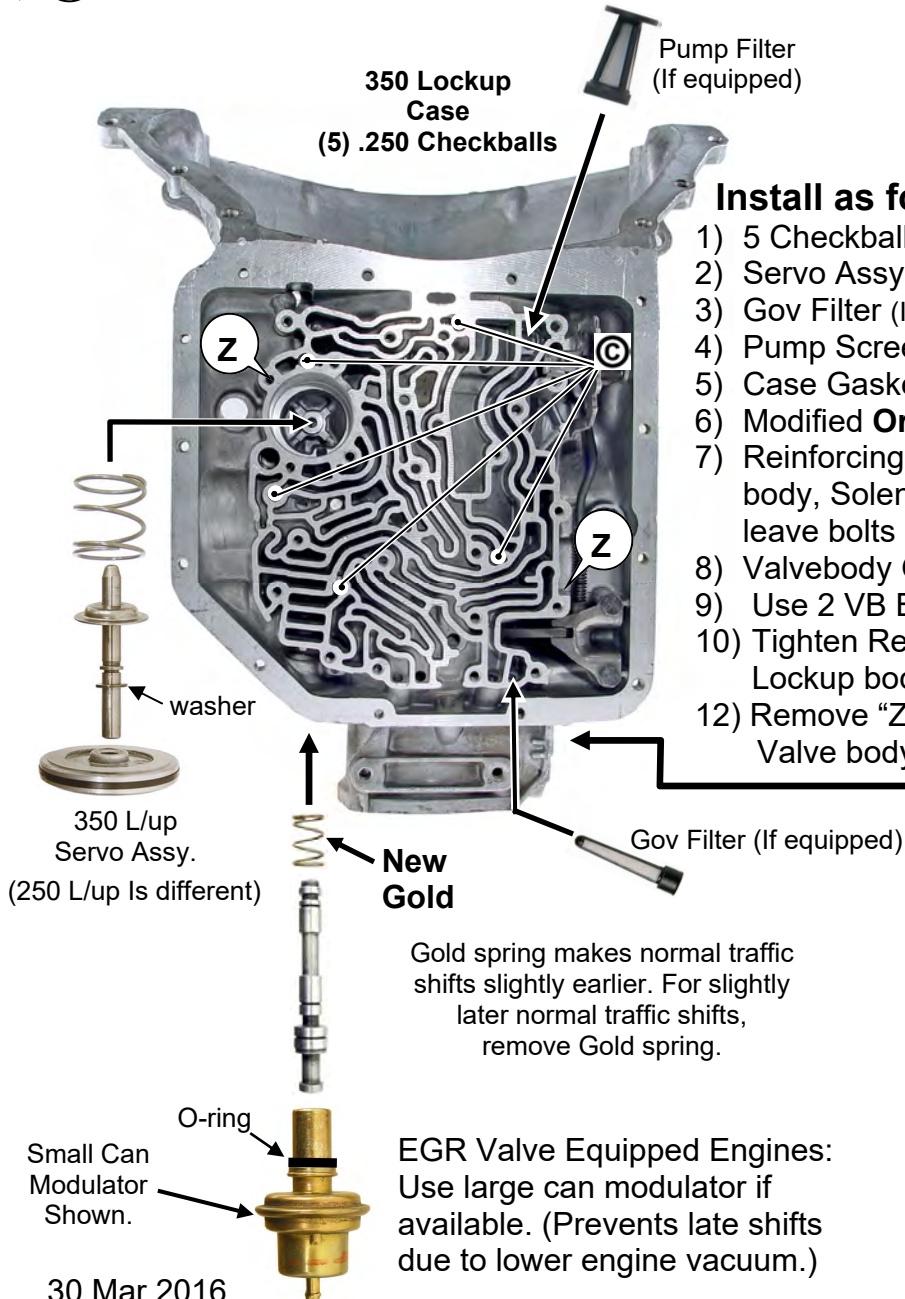
Blue and Yellow → Earliest Shifts
Yellow and Yellow
White and Blue
White and Yellow → Latest Shifts



Assembly for 350C Lock-up (250C Lock-up similar)

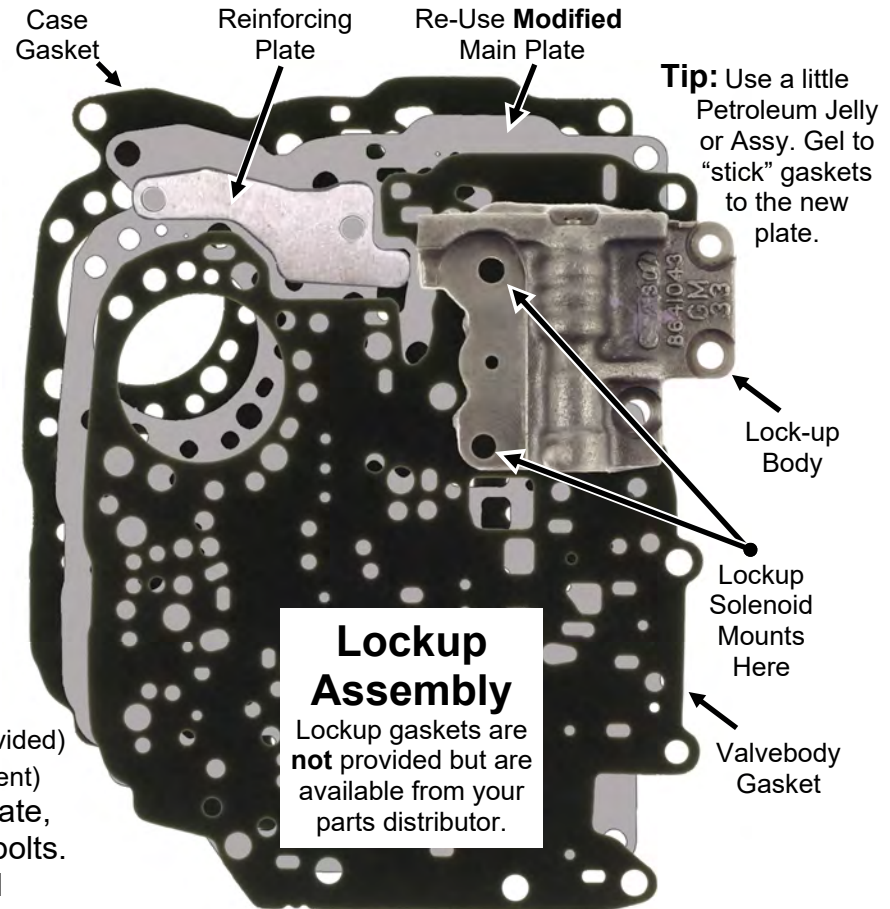
© = Checkball locations with Trans on the bench.

Z = Alignment bolt holes to align plate & gaskets.



Install as follows:

- 1) 5 Checkballs (Re-use)
- 2) Servo Assy.
- 3) Gov Filter (If equipped)
- 4) Pump Screen (If equipped)
- 5) Case Gasket (Not provided)
- 6) Modified **Original** Plate
- 7) Reinforcing Plate, Lockup body, Solenoid & bolts but leave bolts **loose**.
- 8) Valvebody Gasket (Not provided)
- 9) Use 2 VB Bolts ("Z" Alignment)
- 10) Tighten Reinforcement Plate, Lockup body & Solenoid bolts.
- 12) Remove "Z" bolts & Install Valve body & bolts.



Lockup Gasket Kit P/N 8641953

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