



350-1&2 Reprogramming Kit™

Turbo Hydra-Matic 350

This kit is for the professional mechanics only. It's not for the do-it-yourselfer. It is designed to improve the shift performance and durability of the THM 350 trans by furnishing additional oil flow to areas of warp and wear, and exhausting the cross leaks that often cause friction failure.

KIT FITS: THM 350 non-Lockup Only.

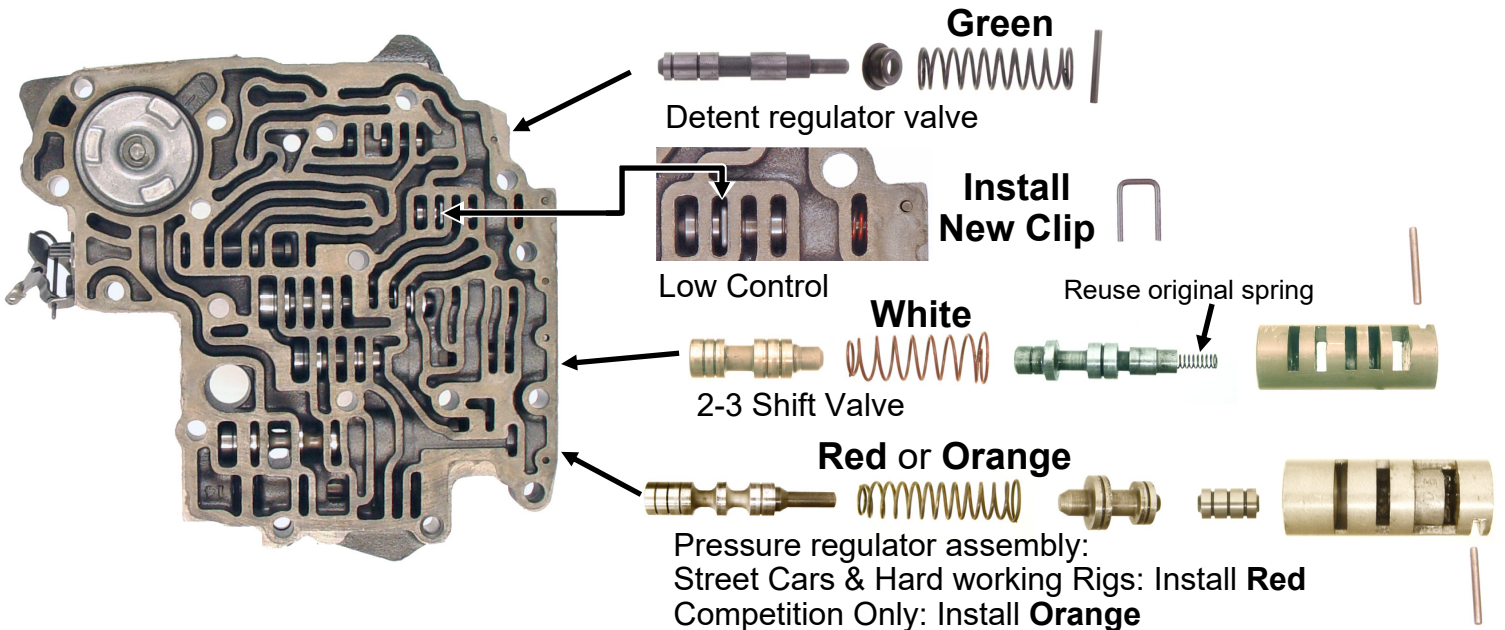
There are three trans's that look alike.

Identify trans BEFORE starting kit installation.

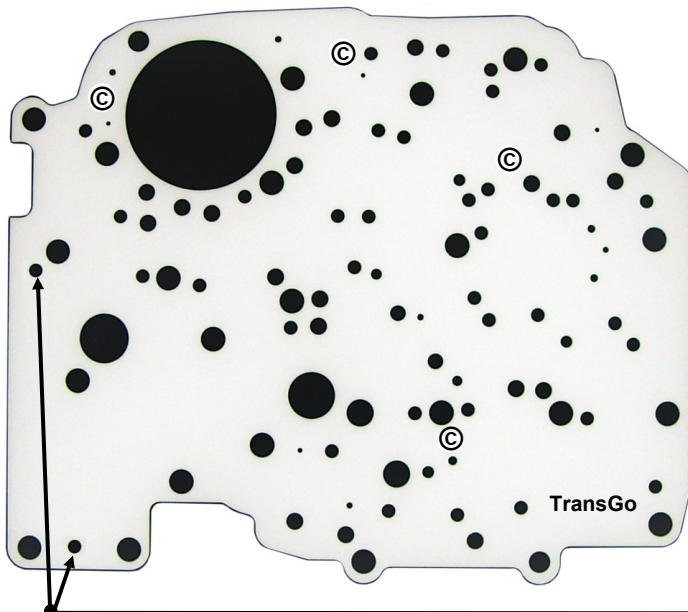
Fast Trans ID: A lockup trans has auxiliary VB, with a solenoid, in front of main VB.

A 250 Trans has a band adjustment on passenger side of case above the pan rail.

Step 1. Install colored springs & clip.



© Checkball locations trans in vehicle.



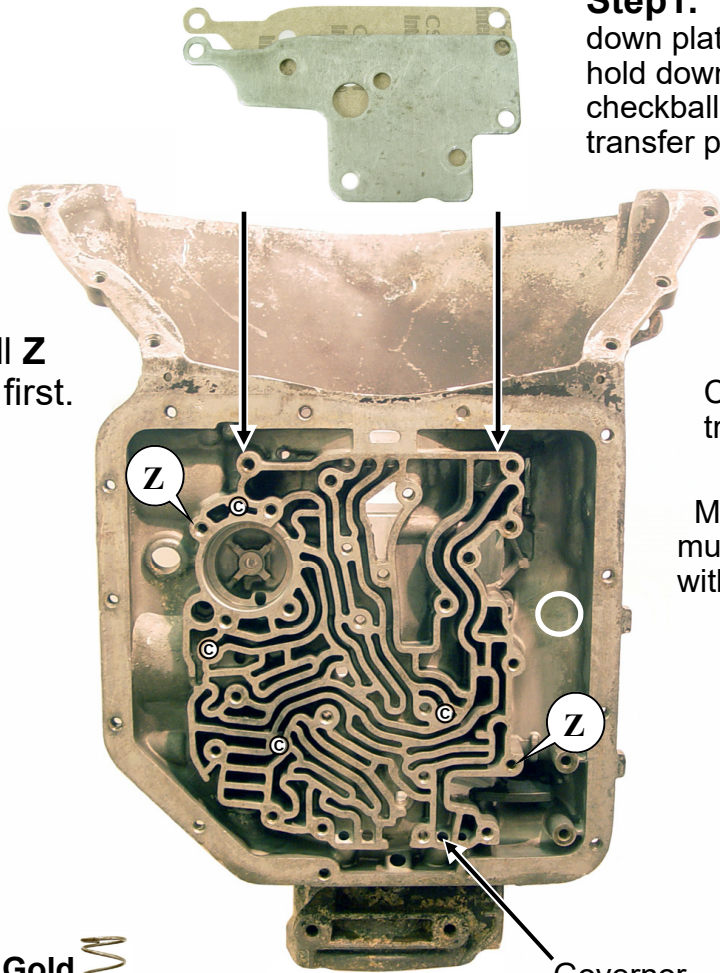
Step 2. Support plate must be flat. File side shown until surfaced all over. If plate is severely bowed consider finding a better one.



Case Gasket must NOT block these 2 holes in plate. Use plate as a guide to mark gasket. Cut out the holes with a razor. **Our case gasket has these holes.**

Step 1. New special gasket under hold down plate stops high clutch failure. Install hold down plate and gasket after installing checkballs and TransGo® plate with welded transfer plate.

Install **Z** bolts first.



C
Checkball location
trans on the bench

Manual valve adjustment
must be within 1/16 of flush
with the back edge of VB in
the drive position.



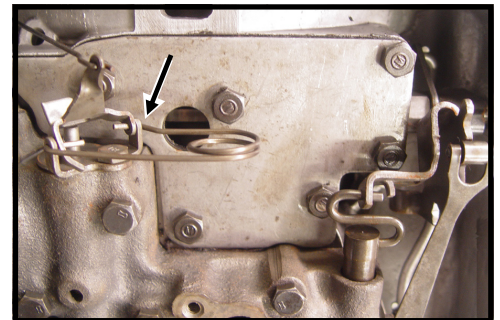
Step 2. Install new spring clip through detent lever.

Gold



Governor
Screen

Step 3. The Gold spring makes normal traffic shifts a little earlier. Removing Gold spring will make normal shifts slightly Later.



Step 4. Several governor springs are furnished.

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

No need to disassemble governor to install springs.

Customizing shifts after road test:

Blue and Yellow
Yellow and Yellow
White and Blue
White and Yellow

Earliest
↕
Latest

