

THM 350C-1 & 2 REPROGRAMMING KIT™

Features: ** Gear Command Puts the DRIVER in full COMMAND!

Complete gear control when you want it. Automatic shifts in "D".
Holds 1st or 2nd to any rpm. Backshifts to 2nd or 1st on command.

Choose your firmness: Just Crisp to Full Race

These are the transmission ratios:

"1st" 2.52 "2nd" 1.52 "3rd" 1.00

Gear ratios: Multiply trans ratio x axle ratio:

1st: $2.52 \times 3.73 = 9.40$ 2nd: $1.52 \times 3.73 = 5.67$ 3rd = 3.73.

Patented separator plate triples 3rd gear holding power.

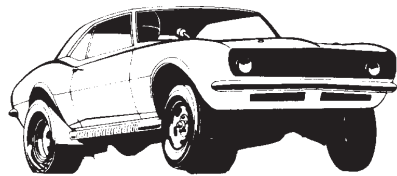
This virtually ends soft 2-3 upshifts and 3rd clutch failure.

This is the ultimate 3-speed choice for small blocks up to 550 horsepower.

This kit triples holding power of the direct clutch — which is the weak point, so that you can expect great shifts and long time durability.

Over 100,000 of this design has been installed by mechanics in the non-lockup 350. We are delighted to offer this lockup version for Heavy Duty and Hi-Performance uses. Have fun and hang onto your hat."

"Thanks for listening!"

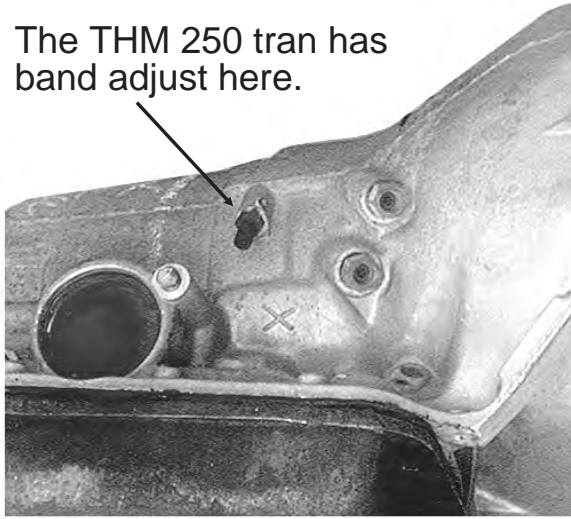


TRANS GO®



Gil Younker

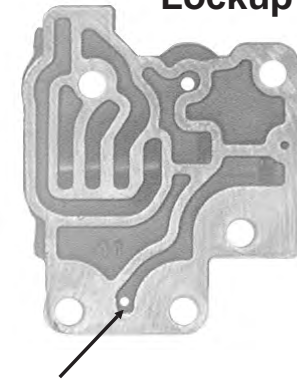
The THM 250 tran has band adjust here.



Make sure you have the right kit. 350C has an electrical connector on the drivers side in the middle of the case.

On the passenger side of trans look up close to the floorboard. If there is a band adjustment screw the trans is a THM 250 and this kit will not fit it. There is no performance kit available for the THM 250 transmission.

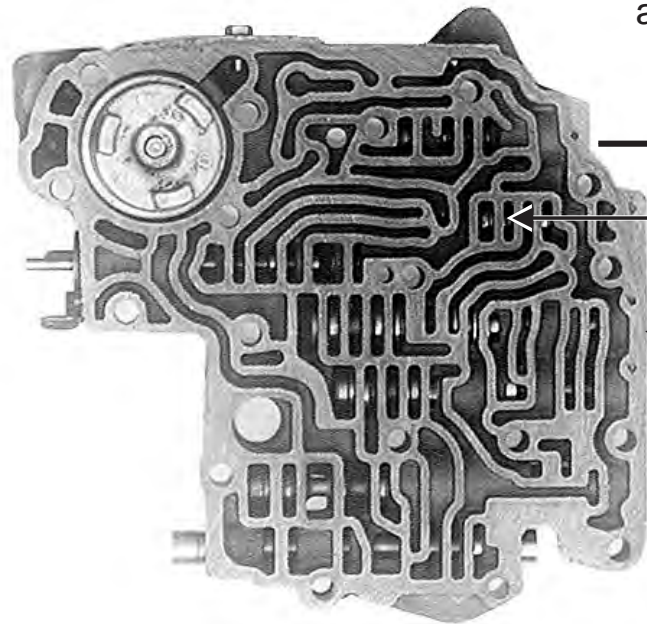
Lockup Valve Body



Step 1 Drill hole thru casting where shown with drill furnished.

Main Valve Body

Step 2 Discard original springs where shown and install new TransGo springs & Clip.



Detent Regulator **GREEN**



Install New Clip Low Control

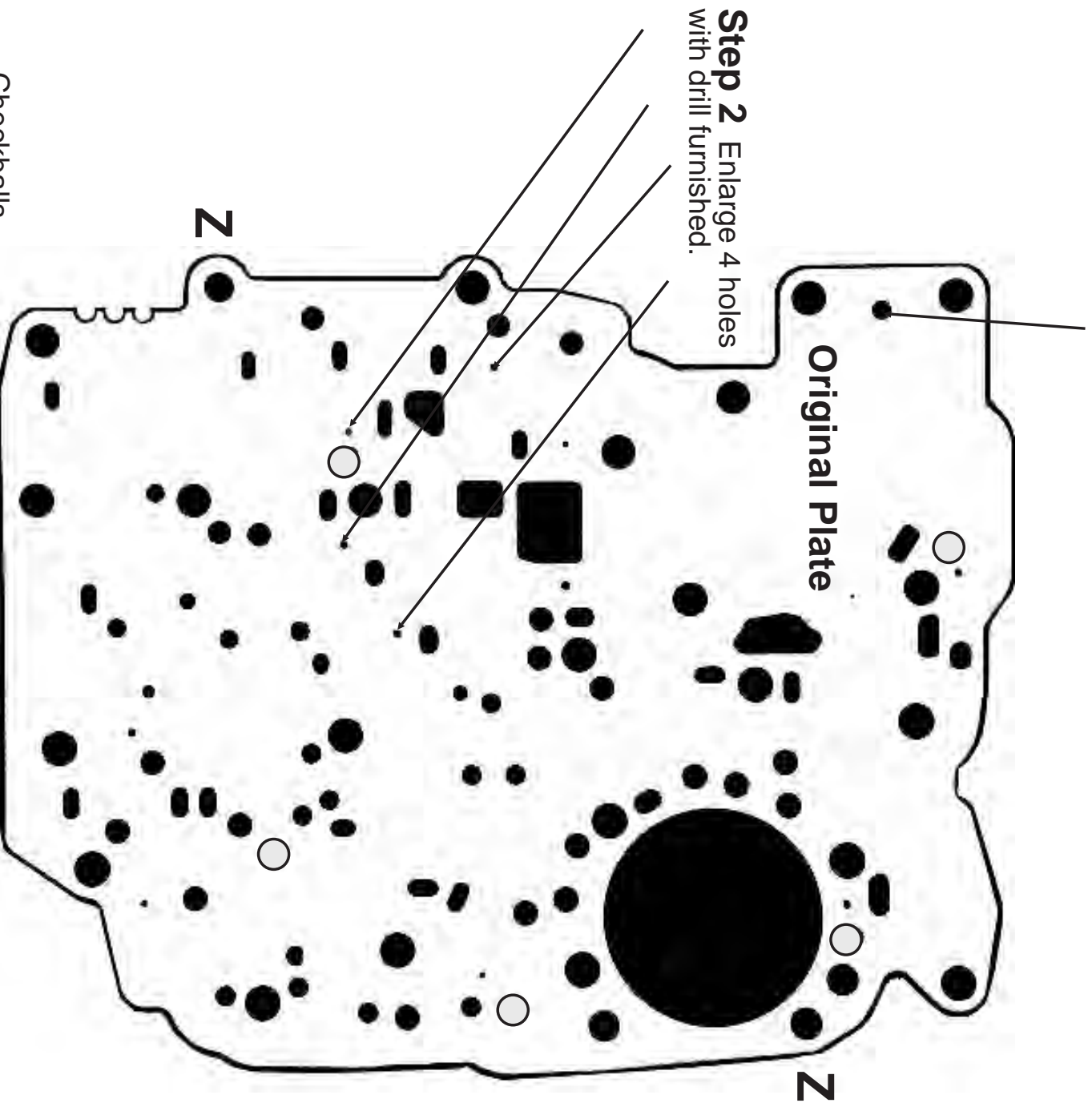
Don't remove this valve.

WHITE 2-3 shift valve train

PR valve **RED or ORANGE** Boost valves & bushing

Competition: Install ORANGE spring.
Street and HD: Install RED spring.

Step 1 Make a small chamfer with a 3/8" or larger drill, by hand, on both sides of the plate. While holding the plate down against a cement floor, insert the alum plug furnished into the hole and hit it 2-3 times with a light hammer. Then file the plug flush on both sides of the plate.



Step 3 Smear a little oil on this side of plate and stick the largest gasket onto it. Smear a little oil on the other side of the plate and stick the next smaller gasket to it.

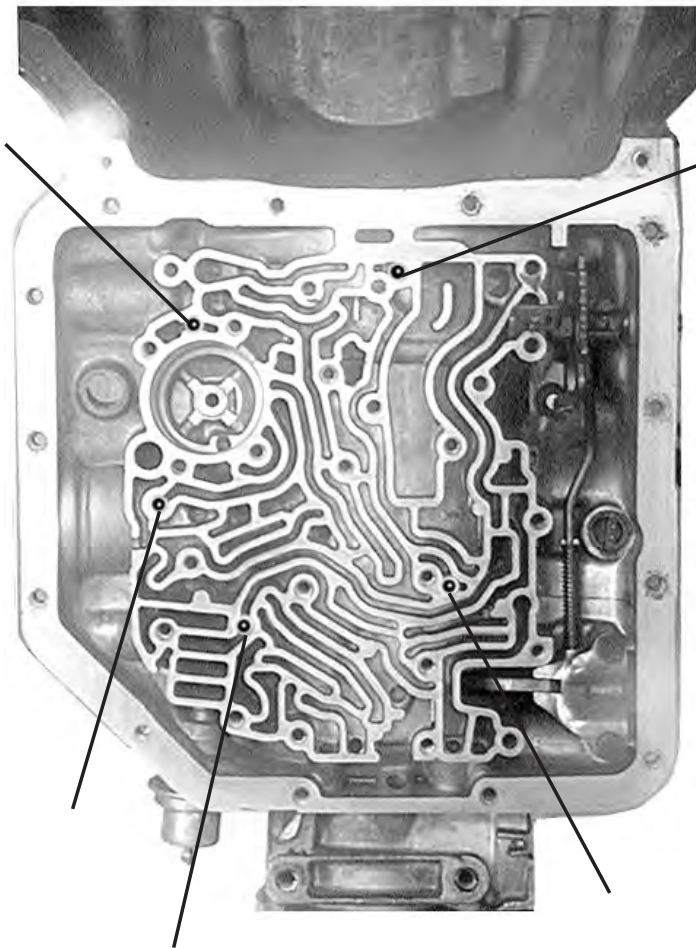
Step 4 Insert two valve body bolts up through "Z" holes to hold gaskets aligned.

Step 5 If trans is in the vehicle: Locate 5 checkballs on the plate with a little Vaseline to hold them in position.

Step 2 Place the plate with its two gaskets against the case and start the "Z" bolts. Install and tighten the lockup body and then the hold down plate.

Step 1

If trans is on the bench install five 1/4" checkballs where shown.



Hold down plate

Z

Lockup Body

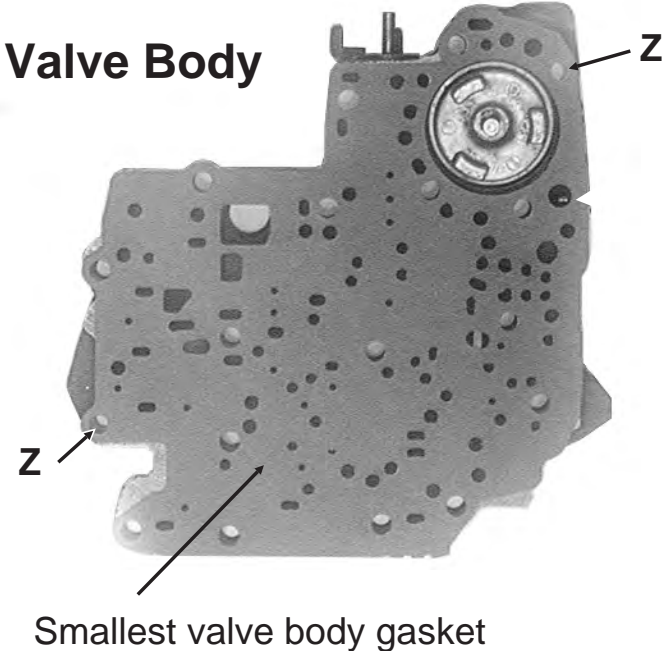
CUT

Z

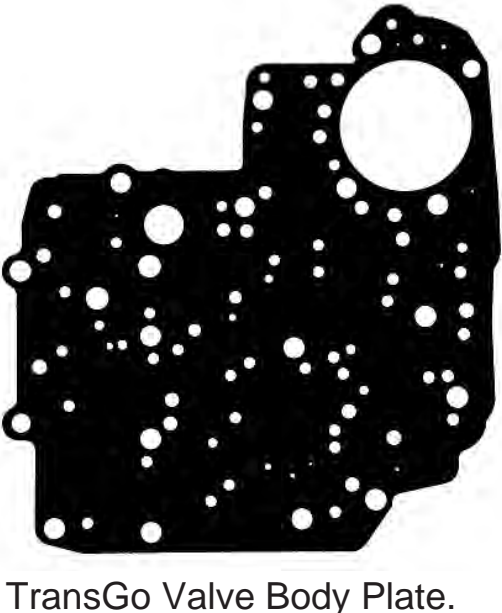
Step 3 After tightening bolts use a razor blade to cut the valve body gasket off, up close around the lockup body, and discard the major portion of the gasket.

Valve Body and Transfer Plate Assembly

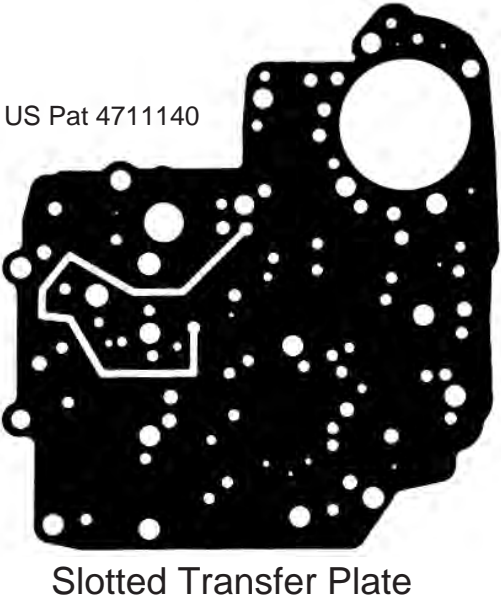
Step 1 Insert a couple of valve body bolts up through the “Z” holes. Place the small valve body gasket furnished onto the valve body.



Step 2 Place the new plate that does not have slot on the valve body.



Step 3 Place the slotted transfer plate onto the valve body.



Step 4 Bolt the valve body assembly on to the case using the “Z” bolts to keep things lined up. Start all bolts before tightening any of them.