

**" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.**

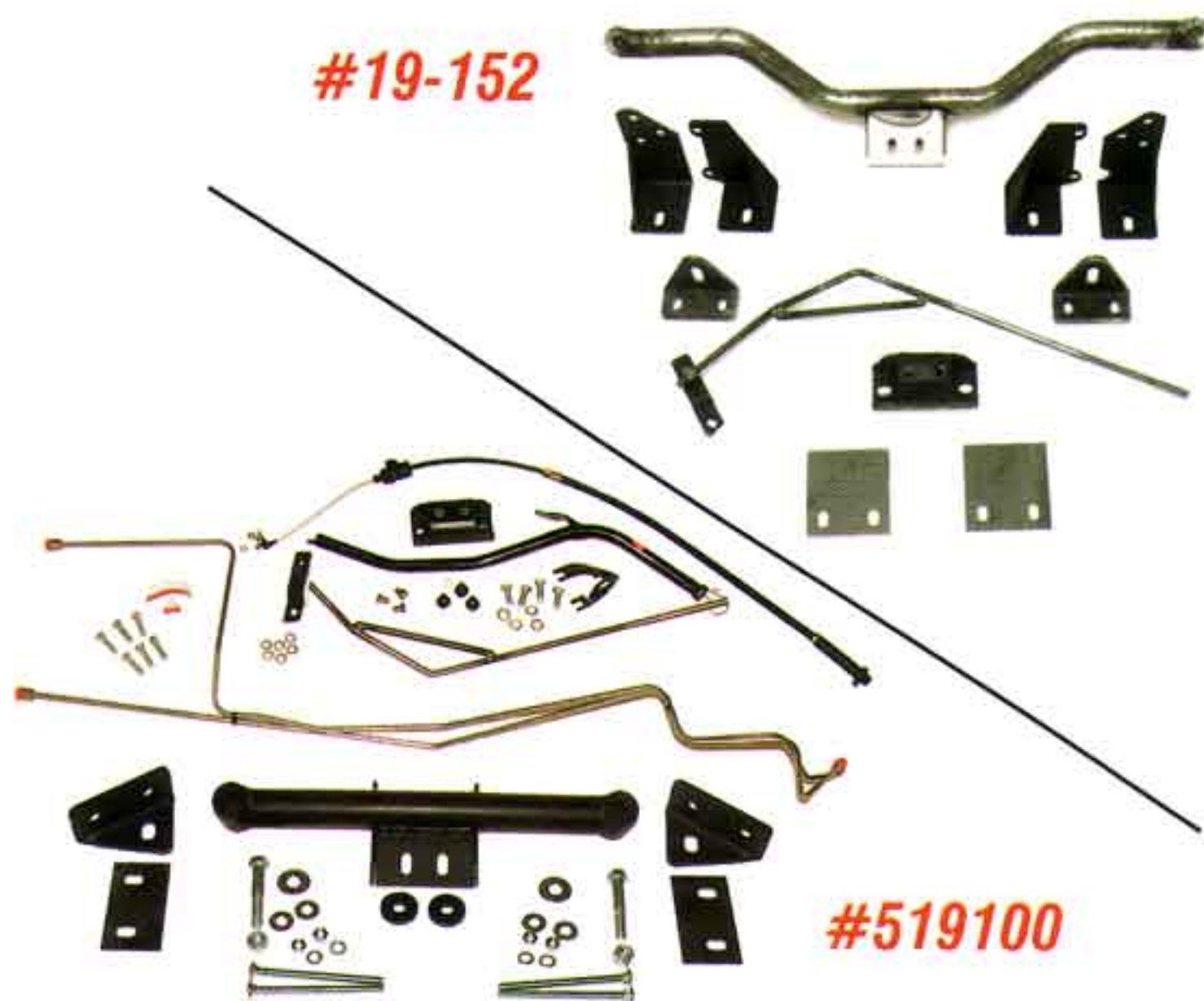
**ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED**

**IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "**



# YOU CAN DO IT EASY UPGRADES

## 1955-64 TURBO-HYDRA 700R4 AUTOMATIC TRANSMISSION INSTALLATION



The installation of a TH 700R4 transmission dramatically improves the drivability and enjoyment of your classic. The 700R4 features a very low first gear ratio and a 900 RPM drop in 4th gear for optimum performance and economy. Installation is a breeze with our bolt-in installation components and kits. This article will show the installation of a 700R4 with a small block Chevy engine. Components are available for installation of the 700R4 with a big block as well. The first step is choosing the transmission. When searching the salvage yards or swap meets, look for 1985-1988 Chevrolet car and light truck 700R4's. These years are ideal for strength and the fact they do not need an ECM (computer control) which greatly eases the installation. When choosing the transmission, be sure to get the driveshaft yoke, starter, TVI (detent) cable, dipstick and tube, flex-plate (flywheel) and torque converter. This will save you from having to search further and buy additional parts.

### Parts Needed:

- 19-152 1955-57 Non-Convertible 700R4 Installation Kit
- 19-157 1955-57 Convertible 700R4 Installation Kit
- 519100 1958-64 700R4 Installation Mega Kit
- 19-64 700R4 Detent/TVI Cable
- 19-23 Detent/TVI Cable Bracket
- 19-66 Detent/TVI Cable Carb. Pin
- 25-16 700R4 Low Pressure/Converter Lockup Switch
- 19-69 1955-57 700R4 Small Block/V8 Position Radiator Cooling Lines
- 06-93 1955-56 700R4 Dash Indicator Lens
- 06-94 1957 700R4 Dash Indicator Lens
- 06-141 Universal 700R4 Dash Indicator Lens & Pointer
- 19-68 1955-56 V8 Engine Starter Plate (needed For 265 V8's Only)



## **Time Frame:**

6-8 Hours

## **Tools Needed:**

Drill

Assorted Drill Bits

Ratchet & Assorted Sockets

Crimping Pliers & Terminals

Floor Jack



**Photo #1a & 1b:** In order to realize the full potential of your 700R4, you will first need to install the new low pressure/lockup switch. Drain any fluid from the transmission and remove the pan. At the rear of the transmission, you will find 2 pressure switches right next to each other. Remove the switch that has the single terminal. Replace this switch with #25-16.



**Photo #2a & 2b:** If you rotate the transmission filter out of the way, you will see a single black wire and a single white wire that lead to the front of the pan area to hook to the forward lockup solenoid. The black wire that leads from this solenoid to the female spade terminal you just removed from the old pressure switch should be cut as close to the old terminal as possible. Crimp a new female spade terminal on this single black wire and attach it to the new switch you just installed. The two remaining white wires should now have their spade connectors cut off. Connect the two white wires together using a crimp butt connector.





**Photo #3a & 3b:** The remaining black wire leading to the plastic 4-position plug on the transmission body may be removed and discarded. The white wire in the plug should be wired hot with the ignition switch on.



**Photo #4a & 4b:** After installing the flex-plate, torque converter and transmission, attach the left and right bellhousing area mounts to the transmission flange using the 1-3/4" x 3/8" bolts and lock washers included in the kit. If you are installing the 700R4 behind an original 1955-56 265 V8, starter plate #19-68 must be used in order to install the transmission. Install the corresponding mounts on the frame horns using the 3-1/4" x 3/8" bolts, washers, lockwashers and nuts. These brackets are not needed if the engine is being side mounted with #18-02 side mounts and are also not needed on 1958-64 cars.







**Photo #5:** If your car still has the original transmission bellcrank bracket attached to the frame, it must be removed. This bracket will interfere with the new column shift linkage.



**Photo #6a & 6b:** Using the rubber cushions and hardware provided in the kit, install the engine and transmission assembly in the frame.

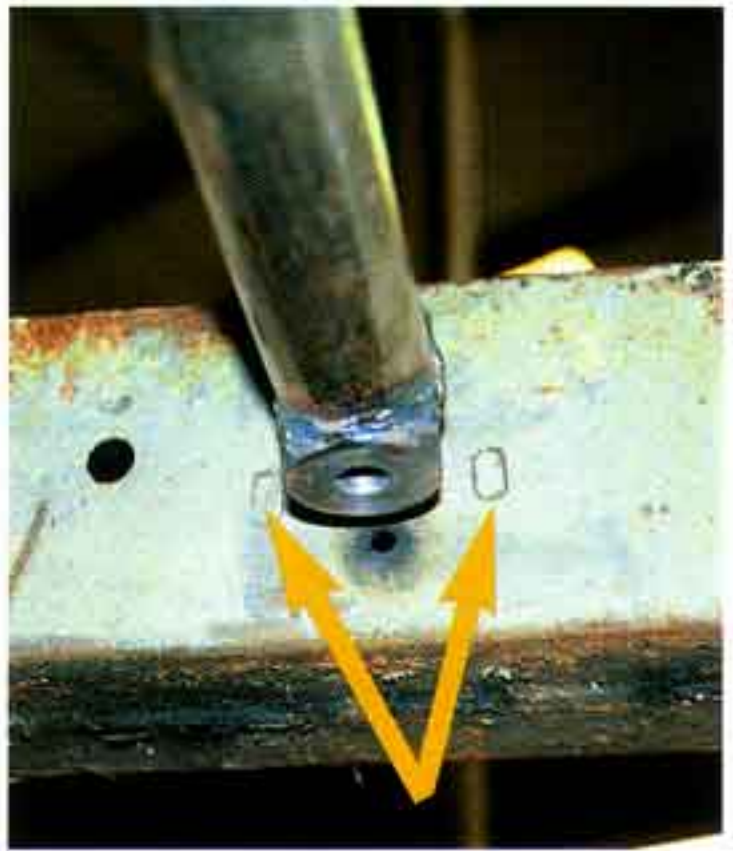


**Photo #7:** Bolt the tailshaft mount to the transmission using the 10 mm bolts and lockwashers provided in the kit. Do not tighten any of this hardware yet.





**Photo #8:** Attach the tubular crossmember to the tailshaft mount using the 1" x 7/16" bolts, washers and lockwashers provided. The crossmember should be oriented with the mounting flange pointed to the front of the car.



**Photo #9a & 9b:** Attach the crossmember end brackets to the crossmember using the 3" x 1/2" bolts, flat washers and locknuts. Gently support the tailshaft with a floor jack until the pressure is just being taken off the rubber bellhousing to frame mounts. Carefully measure to be certain the crossmember is square on the frame. You may now scribe the frame using the end brackets as the template for the bracket mounting holes.



**Photo #10:** Remove the floor jack and the rear crossmember from the tailshaft. Using the marks scribed on the inside of the frame, drill straight through the inner and outer frame sides using a 3/8" drill.





**Photo #11a & 11b:** Install the crossmember brackets and outer frame reinforcement plates on the frame using the 5" x 3/8" carriage bolts, washers, lockwashers and nuts included. Complete the installation by attaching the column shift linkage, TVI cable and brackets, dipstick and tube. You may now tighten all the installation hardware.



**Photo #12:** With the installation now complete, you will need to shorten the driveshaft to the correct length. Install the 700R4 yoke into the rear of the transmission until it hits bottom. Pull it out about 1" to 1-1/2" and measure for driveshaft length. Take the driveshaft to a local driveline shop to be shortened to the proper length.

Enjoy your updated classic! 