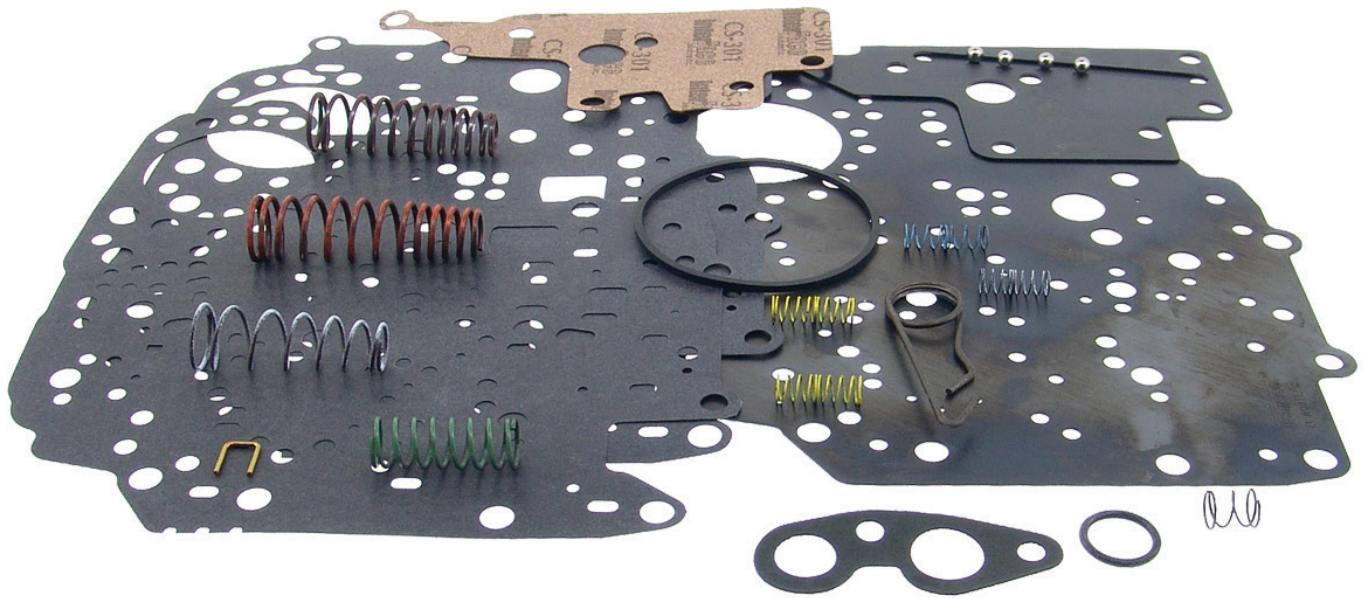


# Reprogramming Kit

555-60941

GM THM350 Non-Lockup Transmissions Only



# Introduction

We would like to take this opportunity to thank you for purchasing this JEGS GM TH350M Non-Lockup Transmission Reprogramming Kit. We welcome any comments or feedback you might have. If you have any questions about this product or about the installation procedure, please feel free to contact us at 1.800.345.4545.

### Features:

- Will hold 1<sup>st</sup> and 2<sup>nd</sup> to any RPM
- Street or full race automatic shift
- Downshift from 2<sup>nd</sup> to 1<sup>st</sup> at any RPM
- Designed for competition or towing use

This kit is designed to address the following:

- Oil flow issues in areas of warp and wear
- Friction failure resulting from cross-leaks

## NOTE

**INSTALLATION DOES NOT REQUIRE REMOVAL OF THE TRANSMISSION.**

# Information

## TRANSMISSION GUIDE

There are three transmissions that look alike. Identify your transmission before starting the kit installation.

### Quick Transmission Identification

- TH350 Non-Lockup
  - Single valve body, single step input shaft.
- TH350C Lockup
  - Auxiliary valve body, with a solenoid, in front of main valve body.
  - Double step input shaft
- TH250/C Non-Lockup and Lockup
  - Band adjustment on passenger side of case above the pan rail

**NON-LOCKUP**  
(INPUT SHAFT)



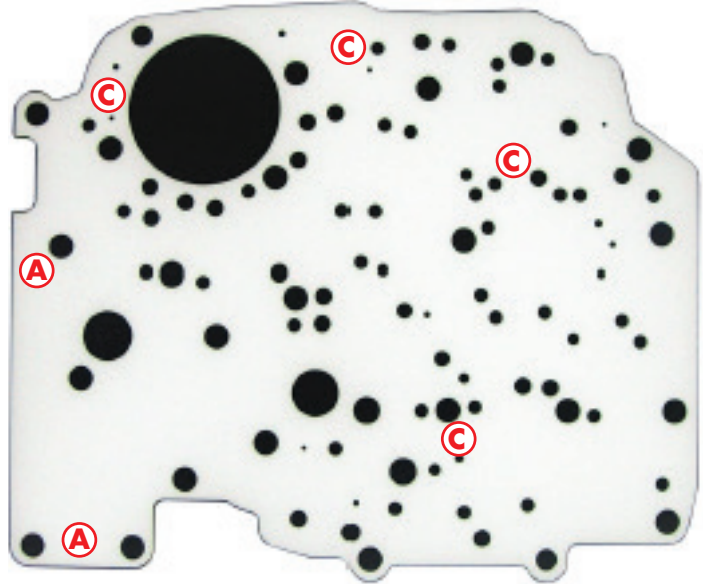
**LOCKUP**  
INPUT SHAFT



# Installation (Valve Body)

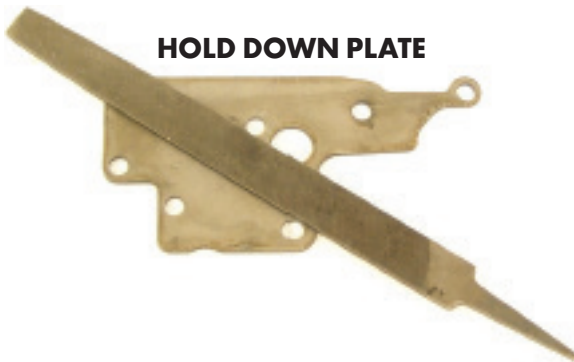
1. Install colored springs and clips
  - Detent regulator valve - Green spring
  - 2nd - 3rd shift valve - White spring
  - Pressure regulator assembly - Orange or red spring
    - Street cars and trucks - Red spring
    - Competition only - Orange spring
2. Support plate must be flat. File side shown below until it is completely surfaced.
  - Replace the support plate if it heavily bowed.
3. The case gasket must not block holes "A".
  - The supplied gasket has openings for these passages.
4. Make sure that all of the checkballs, "C", match the locations shown to the right.

**VALVE BODY PLATE**  
Checkball Locations

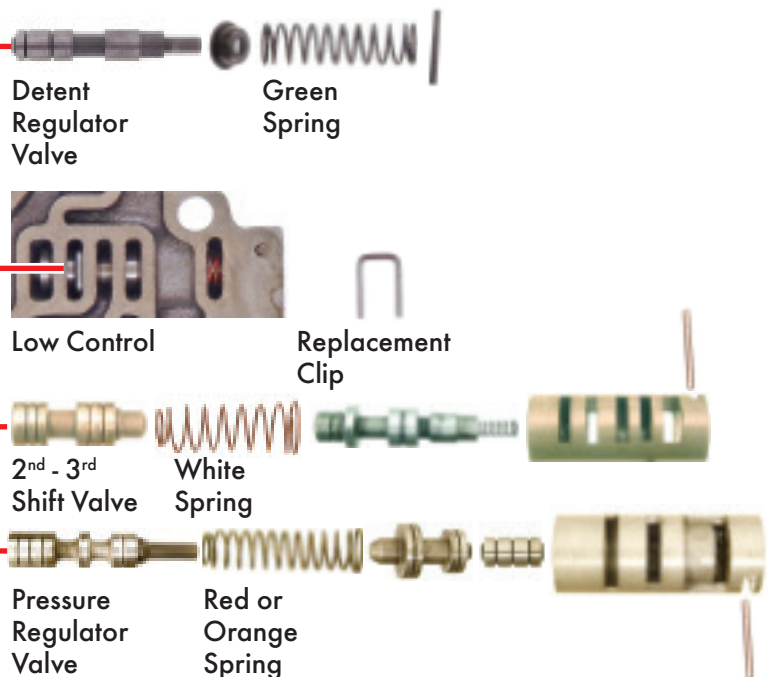
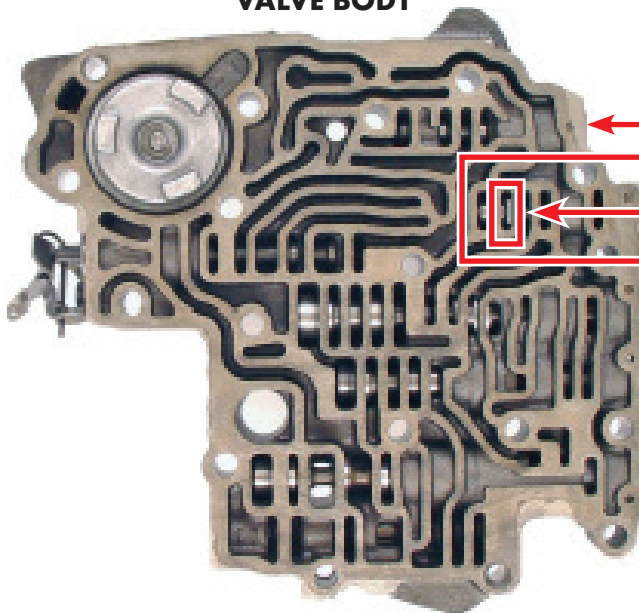


**KEY:** (A) Gasket Holes (C) Checkballs (4)

**HOLD DOWN PLATE**



**VALVE BODY**



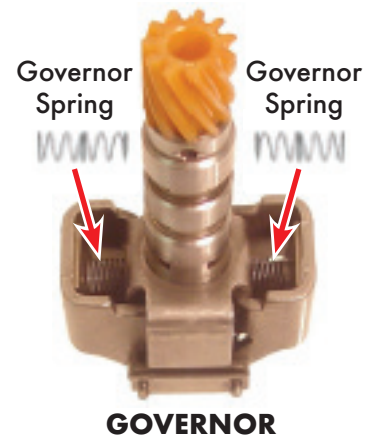
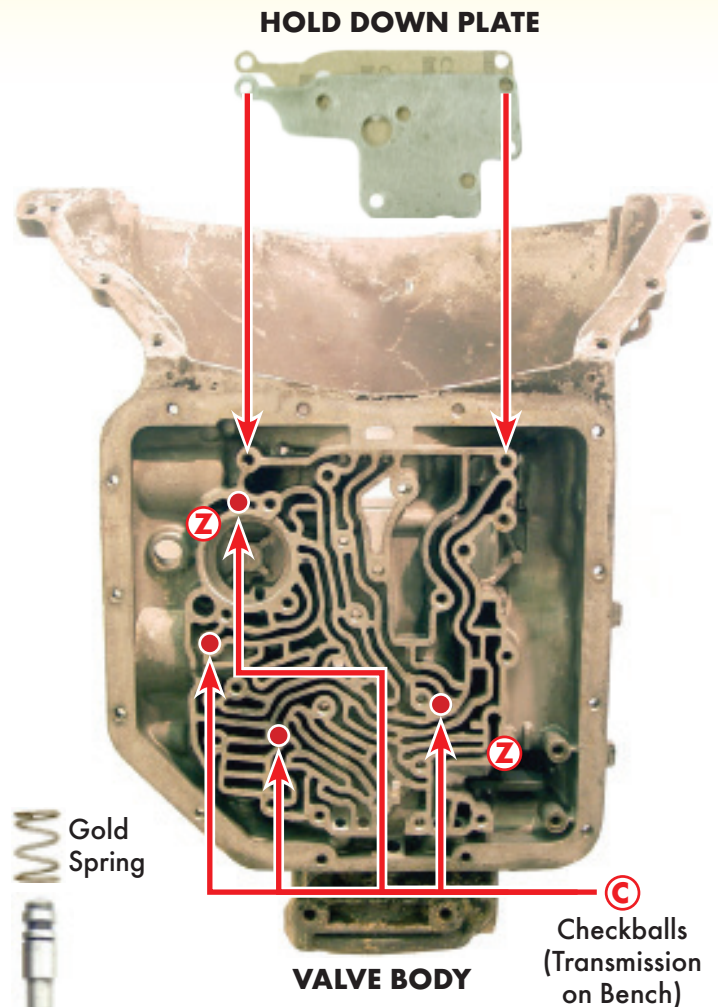
# Installation (Valve Body)

1. Install "Z" bolts in valve body.
2. Install checkballs "C" in valve body.
3. Place new gasket under the hold down plate and install.
  - This gasket helps to eliminate high clutch failure.
4. Set manual valve adjustment
  - Must be within  $\frac{1}{16}$  in. of flush to the back edge of the valve body when in the Drive position.
5. Install the new spring clip through the detent lever.
6. The gold spring goes on the vacuum shift modulator and makes normal traffic shifts occur earlier than stock.
  - Removal of the gold spring will make normal shifts occur later than stock.
7. Install new governor springs
  - Several governor springs are included
    - Passenger car: 2 yellow springs
    - Light truck: 2 yellow springs
    - 4WD: White and yellow springs
  - There is no need to disassemble the governor to install the springs.
8. Customizing shift timing with governor springs
  - Blue & Yellow
  - Yellow & Yellow
  - White & Blue
  - White & Yellow

Earliest

↕

Latest



## DETENT LEVER SPRING

