



Installation Instructions KICKDOWN SWITCH KIT

Fits: GM Turbo-Hydramatic 400 Automatic Transmission

Catalog # 20297

WORK SAFELY! For maximum safety, perform this installation on a clean, level surface and with the engine turned off. Place blocks or wedges in front of and behind both rear wheels to prevent movement in either direction.

CAUTION: To avoid any possibility of bodily injury or damage to vehicle, do not attempt installation until you are confident that the vehicle is safely secured and will not move.

The B&M TH400 Kickdown Switch Kit is designed to accommodate the installation of the TH-400 transmission into vehicles that were originally equipped with TH-700-R4, TH-200, TH-200-4R, TH-350, or TH-350C transmissions. These transmissions employ a cable operated kickdown mechanism, as opposed to the electric kickdown feature of the TH-400.

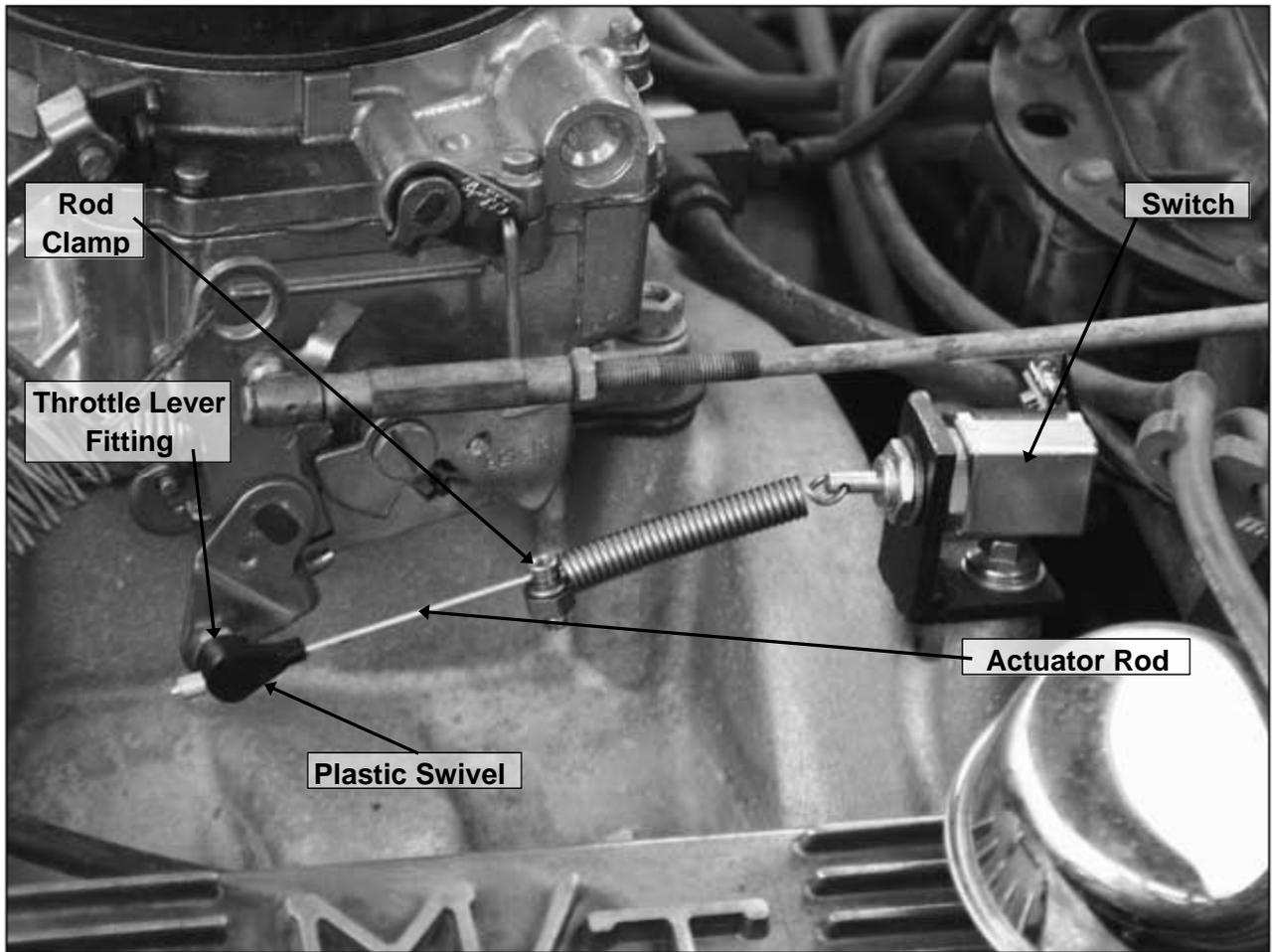
1. Remove the stock transmission cable from the cable bracket. Do not remove or alter the position of the bracket. Remove the cable end from the carburetor. The stock cable will no longer be required.

2. Remove jam nut from the switch. Place one large washer over switch threads. Place one small washer over switch threads, washer will center the switch in the cable bracket. Place the switch through the cable mounting bracket with the actuator in line with the throttle lever. Place the second large washer, then the large star washer over the switch threads. Thread the jam nut on the threads and tighten firmly.

3. See if plastic swivel fitting fits the old throttle lever fitting. If the old throttle lever fitting cannot be used, remove the stock cable fitting from the throttle lever or choose another hole which is large enough to accept the supplied throttle lever fitting. Install the throttle lever fitting on the lower half of the throttle lever. The throttle lever must pull the actuator out of the switch to initiate the downshift. Install the plastic swivel fitting onto the throttle lever fitting. Install the actuator wire through the plastic swivel as shown in figure 1 on the following page.

4. Slip the wire clamp through one loop of the spring. Hook the other spring loop into the switch actuator. Install the actuator wire into the wire clamp. Open the throttle to about 90% throttle. Tighten the screw on the wire clamp capturing the wire into the fitting. The switch should close just before wide open throttle in order to activate the kickdown solenoid properly. The final assembly should appear as in figure 1.

5. Route an 18 gauge or large wire from a 10 amp fuse circuit on the fuse box to the switch. The circuit used should have voltage to it only when the ignition is ON. Install a ring end connector on the end of the wire and place it on one pole of the switch. Tighten the screw firmly. Route a similar wire from the switch to the connector on the transmission. The wire should connect to the vertical spade of the connector if there are two terminals on the transmission. On early model non- Chevrolet TH-400s there is a variable pitch converter feature which uses this connector. On alter models there is a smog switch that uses the horizontal terminal. Do not use the horizontal terminal in either case for kickdown. Make sure the wire is routed well away from any hot exhaust pipes or moving linkage.



IMPORTANT: RETAIN THESE INSTRUCTIONS FOR FUTURE REFERENCE

Technical Service

A highly trained technical service department is maintained by Hurst Performance to answer your technical questions, provide additional product information and offer various recommendations.

Technical service calls, correspondence, and warranty questions should be directed to:



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