

79 chevy truck auto to manual swap



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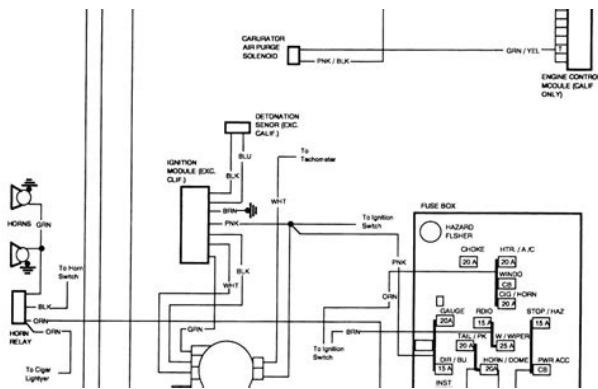
Book Descriptions:

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I already have the clutch pedal assembly. What else will I need. Been trying to find a 4wd manual trans, and they seem kinda hard to come by. Looks like this might be the only way. Of course if you're not going to get a trans with a hydraulic clutch it won't help you. I had the old cab so I was able to make a template as to where to make holes. I hate cancer!! So, basically we split the money and I got all my SM465 swap parts for free. Here shortly my K10 will be going through a NV4500 5 speed swap now that the 8.1L project is coming to a close. The mounts are the same, don't even have to slide the crossmember anywhere. Both combinations are close enough in length that you don't have to change your driveshafts either. Only real complications is the NV4500's hydro clutch, and having to move the opening in the floor for the shifter to come through. The shifter is well placed once installed though, don't violate your middle passenger with any gears, nor do you slam your knuckles into the dash. I'm down to getting my hydro clutch hooked up and replacing the floor hump. The Muncies are good trans but with a 3.73 in the rear I'm out of gears at 30mph and Hwy speeds are 75 out here. I also think if you're going to go through the trouble might as well get the overdrive. I plan on, as many other guys probably do this swap in the near future. Have not seen much info on it though in real detail. I thought that the automatic columns had a provision where the steering wheel would not lock unless the truck was in park and the key turned to the lock position as a safety feature. How did the manual steering columns handle this? As I mentioned earlier, the toughest part of this swap is definitely the hydroclutch stuff. While I am confident I can make it work properly, I still haven't done it yet and can't say for sure. You can use a Dodge NV4500 and NP205 with a GM input shaft, GM NV4500 with a NP241, use an Advance Adapters kit with either, etc, etc, etc. <http://anhbanglaw.com/userfiles/eltron-tp-3642-manual.xml>

- **79 chevy truck auto to manual swap, 79 chevy truck auto to manual swap for sale, 79 chevy truck auto to manual swap parts, 79 chevy truck auto to manual swap car, 79 chevy truck auto to manual swap cars.**



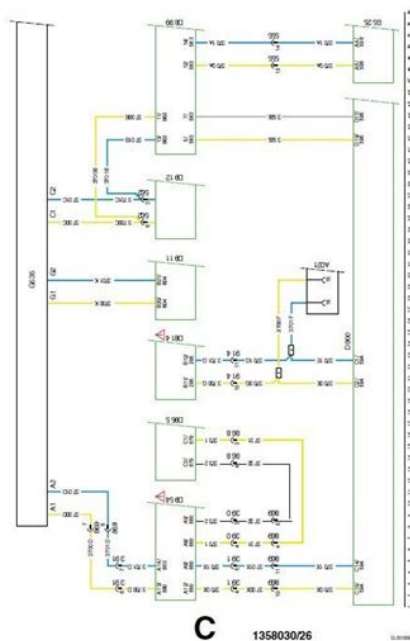
Same with bellhousings, you can use an aftermarket piece with a mechanical clutch fork linkage or a stock GM bellhousing with hydraulic. Do some internet research and you will find a decent amount of info out there. The NV4500 I have is a Dodge piece with burnt up bearings so I have a few different ways I can go with this project. I also have a 2wd 4L80E laying around that I might entertain reworking to use as well although I am not much of an automatic trans fan in a 4x4 the reason I ditch the TH350 to begin with. Whichever way I go, I will definitely go with a NP205 transercase with a fixed output yoke. No slip yoke NP205s or aluminum tcases for me. Pyrotechnic, Both the manual and automatic steering columns have the steering wheel lock. The lock feature is actuated by the ignition switch not the shift lever. However, on the automatics the shift lever has to be in Park in order to lock the steering wheel whereas the manual can be locked anytime the ignition switch is turned to Lock in order to remove the key. My truck still has an automatic steering column with a tachometer mounted on the shifter stub I couldnt find a tilt manual trans steering column at the time of the swap. The truck always thinks it is in Park so the lock works fine. I just dont have an operational neutral safety switch which is scary now that I have a fuel injection engine that starts at the flick of the ignition switch. It gets exciting when I start in in gear and forget to step on the clutch Wasnt gonna do a manual swap but I was considering a slap style automatic shifter on the floor. maybe. The 700R4 went out and I found a 32 spline SM465 with the clutch linkage for a great price. Later on my dream is to install a gear vendors overdrive, but for now that is just a dream. I had to buy a different crossmember for the transmission and a different input gear for the tcase, other than that the install was pretty easy. <http://abhishekgroup.net.in/userfiles/elu-172-manual.xml>



I had the old cab so i was able to make a template as to where to make holes I need to know where to cut th hole for the master cylinder for the clutch on my 88 crew cab dually still the sqaurebosy style I just cannot find where to put the master cylinder and if the rod is supposed to be angled or straight cause the master sits at an angle in the firewall as far as I know Posted via Mobile Device Drill those, measure the location and size needed for the master to pass through the body, hole saw it out, and swap your pedal set. Pedal ratios are different hydro vs mech clutch. Then its hoses and bleed, bleed, bleed. I have done a little research and shows that an 84 had manual linkage for the clutch, whereas the 8586 has a hydraulic clutch. I would rather use a hydraulic clutch assembly. Is this a straightforward install to the 84 cab. I have no parts truck available at this time. I know that there will be some floorboard surgury for shifters, likely driveshaft mods, anything else I need to plan on. FWIW a few years ago I swapped out the stock axles for a Dana 60 front and 14 bolt rear, and the factor 305 is long since gone for a decent 350. Michael The hydraulic set up is the way to go. It is really best to have a donor truck if at all possible. There are several threads on this swap, just use the search function. You will need the center hump out of the donor cab to clear the transmission. As zieg said, a donor truck would make it soo much easier, but not impossible to do with out one. You need to be aware also of the manual clutch rod assy under the cab, yours will not have the holes in frame or bracket to mount it, so looking at anouther truck, even in a junk yard will yeild the measurements you need. Good luck and keep us appraised on the progress, pics are always

welcomed. You will need to remove the steering column to swap pedal assemblies. A junk yard donor will be all that you need. I have photos of this set up as I intalled the hydraulic set up in my 80.

On the hydraulic set up the firewall will have to be modified slightly where the master cylinder bolts to the 2 rods that connect the pedal mount to the master cylinder. Good luck finding the hydraulic pedal set up. I have a set stored away, and they were a lucky find. May never use them, but Im not getting rid of them. Just the clutch master cylinder holes. I try search functions, but never seem to find the info I want. I think I just stink a search functions. I asked a buddy that has an 85 that he took off the street to truck pull it. Hes going to look and see if he still has the pedals and such. If I come up empty there, then Ill do some more searching. A 4spd 4x4 hump is different then an auto 4x4 hump, or is it just the holes for the shifters are different. Ive been a Dodge guy my whole life and have done things like this before, just not on a Chevy. Were not getting converted, this particular truck has sentimental value so it is staying, even though it wears a bowtie. Michael I try search functions, but never seem to find the info I want. Were not getting converted, this particular truck has sentimental value so it is staying, even though it wears a bowtie. You may even have the outline of the hole needed for the SM465 stick Now just have to locate the pedals, get a clutch, and tcase shifter. The pilot bearing comes with a clutch kit. Consider new slave and clutch cylinders as the seals would have a pretty good chance of being bad if they have been sitting. Posts 24 I have an auto trans and all the fixings. I am about to purchase an auto steering column and I stumble across an interesting story of another fellow doing the very same swap discovered that you can use the manual column to shift the auto trans very nicely by arranging the linkage in certain way. Please tell me, is this hogwash Or is this standard practice. I cant wait to get the auto in this thing.



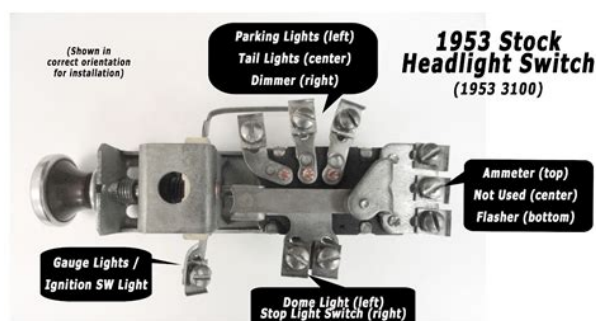
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<https://www.thebiketube.com/acros-bose-lifestyle-model-c1-manual>

Thanks Loc Colorado Springs, CO Reg 080804 You are better off with the auto trans steering column

because it will plain work better, unless you want a floor shifter instead. It is not standard practice. You should be able to find any number of OEM equipment auto trans columns in the junkyard for next to nothing, or off of a parts truck. You can even use full size GM cars like Buick, Pontiac, Olds and Cadillac cars, in addition to Chevy full size vehicles from the 70s and 80s, as long as you find an aftermarket gearshift pointer to stick on top of the steering column. All the fullsize cars use the same auto trans steering columns as the Chevy trucks do. As far as the linkage is concerned, you are better off getting that from a chevy truck. The 3 speed car style manual transmission not the floor shifted truck transmissions will have the same length as a th350, so you dont even have to change the driveshaft length as long as you have the car 3 speed aka column shift transmission. Posts 27999. Loc San Francisco, CA Reg 112602 However, its not the best for driving because you will be shifting blind, and it can be dangerous because you wont have a detent to insure that the trans doesnt accidentally slip out of Park. Also, you wont have a neutral safety switch, so it will be possible to start the engine with the trans in any gear. Instead, do the job right and swap the column. Ray Those who choose a manual transmission want to drive. Posts 24 My only hope is that the steering shafts are the same length now. Not to worried about the driveshaft as I planned that to not work out. It usually doesnt and I end up getting it modified anyway. I managed to find one a guy is parting out so I can get the linkage and all pieces necessary to connect it. Loc Colorado Springs, CO Reg 080804 It doesnt really matter if the steering SHAFTS are different length, they are collapsible doubleD shafts that will adjust to moderate differences in shaft length.

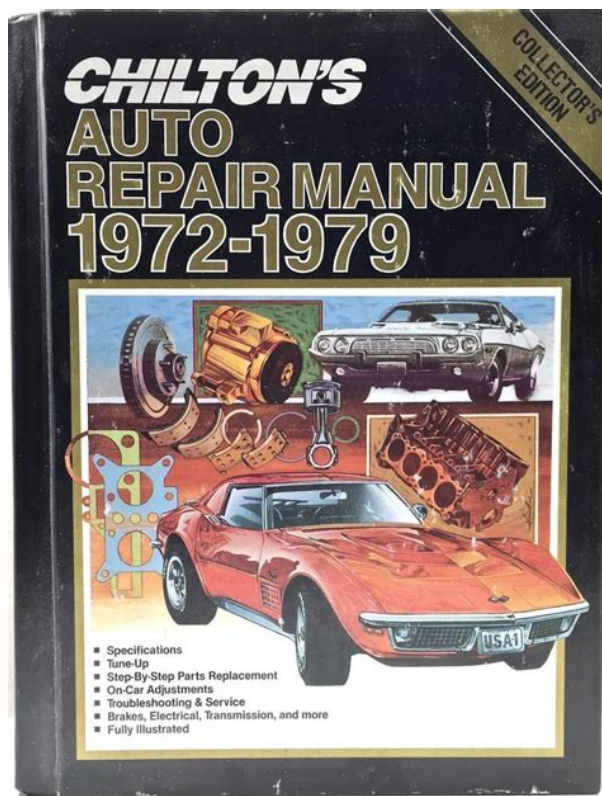
<https://dyodocs.com/images/canon-d50-user-manual.pdf>



It doesnt matter anyway, because the distance from the steering column to the steering gear is the same, from 7387. This includes the 4wd trucks also, they use the same steering gear but with a different sector shaft. Even if you didnt have the same driveshaft length, all you would need to do is to go to a junkyard and get a driveshaft out of an automatic transmission truck for a th350 if that is what you will use. There is no need to modify the driveshaft, there are millions in the junkyard already the right length. Even if you wanted to use a Th400 or a 700r4 transmission, you could find one of these driveshafts in the junkyard ready to go. Posts 24 Most scrap yards have crushed anything that old and the guys I find with the old junk will never part with it. More often then not I end up buying aftermarket from LMC. Perhaps tommorow I ll head out to the shed for the numbers from the trans. Ill measure the tail shaft as well as Ill try to measure the length of the 3 speed thats coming out. By the way, is this very nice working 3 speed and column worth anything I have the keys and all works but Im sure you know the hassles of driving a 3 on the column, plus the wife cant drive after Iv had a few so that rebuilt trans with the shift kit is sounding like a good idea!!! Loc Colorado Springs, CO Reg 080804 Some of 70s Novas and other mid size cars, the 60s trucks and a few other things still use 3 speed transmissions. Yes, the 4 speed is a lot more popular, but there are still people that want a 3 speed just to get their vehicle back on the road. It might sit on craigslist a little while before you get it sold. Posts 27999. Loc San Francisco, CA Reg 112602 Both have a synchronized 1st gear and have side covers held on with 7 bolts. They are fairly similar in appearance and have to be carefully examined to tell them apart Most common was the SM326, also

called a Saginaw.

<https://egrenage.com/images/canon-d400-camera-manual.pdf>



To identify, look at the side cover and note that it has a SINGLE bolt near the top center of the cover. Disregard anything else, like the shifter in this particular pic. n. Less common was the SM330, also called a Muncie. To identify, note that this one has TWO bolts at the top of the side cover. The side cover is the easiest way to determine which of the two you have. SM326 was widely used in most GM passenger cars and trucks from 1966 until the end of 3 speed production. It is still in demand for replacement use and as an upgrade for earlier cars and trucks which did not originally have a synchro 1st gear. SM330 was installed mainly in passenger cars which were ordered with a big block engine and a 3 speed. That's why it is relatively scarce. However, I have seen a few of them in trucks which DID NOT have a big block, possibly ordered as a heavy duty option because it is quite a bit stronger than the SM326. Don't give away either trans unless you want to do a favor for a friend. Look on ebay to get a general idea of how much they are selling for. Ray Those who choose a manual transmission want to drive. Posts 24 Im sure once I get into the swap Ill have some questions. Just waiting for my new garage to be finished building to get started. thanks Current time is 0238 PM. Whenever possible I use new old stock parts with part numbers on them or their packaging. I may also use good used and then reproductions to describe parts. Beware there could be typos as this is rather tedious. I will try to identify the sources of the applications to allow the reader to decide if a part is OEM or OEM replacement. I do not, and will not sell inferior parts just to compete with pricing on other sites. Reproduction Parts are identified with R These parts are identified with NOS, New OEM or OEM. We apologize for this inconvenience and encourage you to visit www.motortrend.com for the latest on new cars, car reviews and news, concept cars and auto show coverage, awards and much more.

MOTORTREND.COM The unit is built by BorgWarner to handle up to 450 lbft of torque and works with a mechanical speedo drive. It is a direct replacement for the weak T5 trans in thirdgen Camaros and can be swapped into earlier year Camaros with a bit of fabrication. Its standalone

computer is programmed to control all trans functions and features a diagnostic port for connection to scanning equipment. The TH400 and TH2004R share equal dimensions, and only a TH350 or Powerglide slippyoke is needed to finish the mechanical portion of this swap. The hydraulic clutch master cylinder assembly for the T56 PN 12559912 can be purchased complete and prebled, ready to install from any Chevrolet dealer. It may be the most complete resource guide the crack Chevy High Performance editorial staff has ever created. We have gone to great lengths to supply you with as much swapping information as could be dug up. Easy Swaps By far the most popular conversion is swapping out an original twospeed Powerglide PG for a threespeed TH350. The TH350 is a boltin replacement for a PG, making this swap a relatively straightforward one that requires no crossmember or driveshaft modifications. The next easy swap involves replacing either a PG or TH350 with the bigger, stronger, and heavier TH400. This swap is pretty straightforward in any early Chevy, considering that TH400s were optional in most of them. If your vehicle ever came equipped stock with a TH400 trans, then you could pick up a crossmember from the scrap yard or a source like Classic Industries, which would allow the TH400 to bolt right into your stock frame. And the same shifter can be used to control either a TH350 or TH400. Another benefit of these overdrive transmissions was that they featured a much deeper Firstgear ratio, giving improved acceleration off the line. This swap requires minimal fabrication skills and very little in the way of custom modifications.

<https://www.abaco-engineering.it/wp-content/plugins/formcraft/file-upload/server/content/files/16274a977d3f4e---brother-fax-7220-manual.pdf>

The TH700 is equipped with a removable tailshaft housing that has varied in length for different vehicles over different years. This tailshaft housing puts the mounting pad almost in line with the original TH400 pad and usually requires only slight elongation of the mounting holes to fit. We recommend mocking up your installation with the TH700R4 trans in place and then taking measurements to determine how long your new driveshaft will need to be before having it cut. TH2004R Swap The TH2004R has been available almost as long as the TH700R4 but is unanimously overlooked as a performance transmission option. Truth is, the TH2004R is just as capable and actually easier to swap in than a TH700R4. You may run into transmission oilpan interference problems when bolting the TH2004R into early Camaros with the stock TH400 crossmember. The easiest cure is to fabricate a steel or aluminum spacer to raise the back of the trans and slip the spacer in between the mount and the transmission to give it the necessary clearance see photo. Also, the TH200 uses a torque converter with the smaller TH350 bolt circle. You may have to switch to a dualpattern flexplate if your car came equipped with the TH400 trans. One design dilemma that comes with the lockup converter is that the transmission only sees full oil pressure when the converter is locked. This can lead to transmissions running hot and living a short life behind a powerful engine. But most aftermarket performance transmissions are valved to alleviate such problems, and running a supplemental trans oil cooler is always a good idea. TCI offers a wiring upgrade kit, which allows installation of a TH700 or TH200 with a lockup converter into any noncomputercontrolled car. This wiring kit uses two sensors to control converter lockup at the proper time. The first sensor only engages the lockup clutch in Fourth gear, as a computercontrolled vehicle would.

<http://basumati.com/app/webroot/ckfinder/userfiles/files/black%20u0026%20decker%20rc3406%206-cup%20manual.pdf>

The other switch gets connected to a ported vacuum source and measures engine vacuum. This switch unlocks the converter if the engine is making less than 8 inches of manifold vacuum. So when the throttle is either wide open or completely closed, the converter clutch is unlocked, allowing converter slippage. This also acts as a safety to ensure that the converter will unlock before the vehicle comes to a stop. If this cable, called a Throttle Valve Cable or TV cable for short, is

connected incorrectly or misadjusted, the trans will shift too soon, too soft, too late, or not at all. Holley, TCI, ACT, and GM all offer cable attachment brackets to facilitate TV cable connections to any carb. To make that task easier, JET Performance Products now offers a standalone computercontrolled system that will operate a 4L80E transmission behind any carbureted or fuelinjected engine. One part is a completely new aftermarket T56 transmission assembly from National Drivetrain. This T56 is a direct replacement for the weakling T5 trans that came stock in thirdgen Camaros. It does require that the clutch be converted to a hydraulic pulloff design using a hydraulic master cylinder and remote fluid reservoir. Centerforce has come to the rescue and offers a clutch, flywheel, and pressure plate made to adapt this trans to early, twopiece rear main seal small blocks. Swapping any sixspeed trans into your early Chevy iron is expensive and difficult, but it will give you the ultimate in shift control and cruising speed. This may sound like a lot to swallow in one gulp, but one astute reader sent us a very detailed list outlining the modifications needed and the costs involved with making his T56 swap a reality. One such swap involves installing a Richmond four, five, or even sixspeed manual transmission. The Richmond gearboxes are unique in that they can be ordered with a variety of gear ratios to fit different driving styles.

The Richmond fivespeed is known as the Street FiveSpeed and also uses a 26spline input and 32spline output shaft. The Richmond Street FiveSpeed is not an overdrive trans and can only be ordered with a 11 Fifthgear ratio. Some of the benefits of the Richmond sixspeed is its light weight 108 pounds and its ability to use a regularstyle mechanical clutch and linkage from an early Chevrolet. The new Richmond sixspeed trans comes with its own sixspeed shifter assembly that will require elongation of the shifter hole in the floor. Feel free to write in with questions concerning your particular swap. Can we turn a pile of parts into a whole car in one week Can we turn a pile of parts into a whole car in one week. Forums Photos Videos Industry Videos home how to transmission drivetrain 1986 Chevy 1 Ton 5 Speed Manual Transmission Swap 1986 Chevy 1 Ton 5 Speed Manual Transmission Swap Get Gearing with a fivespeed Manual Transmission swap See all 22 photos Fred Williams Photographer, Writer May 1, 2007 When youre building a truck to take off road, gearing is a pillar of performance. Low gearing for crawling and turning big tires cant be beat, but if your truck also acts as a daily driver, then you may need both low end gearing as well as highspeed overdrive options. Putting a manual trans behind an underpowered engine is a great way to wind a few more ponies from it whether its a tired diesel or an anemic fourcylinder. Our test mule for this swap is our 86 Chevy 1ton known. The truck is an allaround workhorse. from a parts hauler to camping platform to highway cruiser. As much as we like the truck, the sparse interior and rattling diesel made for annoyingly loud road trips, and an overdrive would reduce the engine revs as well as giving us a mileage benefit.

Off road weve been very happy with our automatic, but sometimes felt that having the ability to drop the clutch for an aggressive holeshot launch would have given us that extra momentum to get moving through a deep mud hole or up a steep climb we couldnt just crawl. By hooking up with the crew from Gear Tech Heavy Duty we quickly had everything needed to swap our truck from three speeds to five and from two pedals to three. Gear Tech HD specializes in drivetrain parts from transmissions to axles, and its manual transmission swap kit included all the bits so we had no need to go crawling around a junkyard hunting parts. This of course was helped by the fact that our model truck was originally offered with a manual, but never with the fivespeed tranny so some innovation was required. Were sure we could have spent hours at the local parts yard searching for a diesel bellhousing, but by covering everything with rags and taking our time we soon had the clearance we needed. See all 22 photos In addition to the overdrive gearing of the NV4500, we also chose to install the new LoMax 205 transfer case from JB Conversions. By replacing the factory NP208 background with the 205 foreground we went from a 2.61 to 3.01 low range that resulted in a crawl ratio of 76.71 versus the previous 29.41 with the automatic. Furthermore we gained low range in twowheel drive, went from an aluminum case to cast iron, and eliminated the transfercase slip yoke.

We may get some gear noise by replacing the chain-driven 208 with the big gears in the LoMax 205, but that is a sacrifice we are willing to make for the strength gain. See all 22 photos Our mockup with the transfer case found some more speed bumps. The exhaust from our Banks Turbo wanted to occupy the same position as the LoMax 205. Sawzall to the rescue. See all 22 photos THE LATEST IN CAR NEWS EMAIL NEWSLETTER SIGNUP. EditorCurated Stories Directly to Your Inbox. Then drill the rest into the floor according to how they fit.

Has Anyone Put 03 Silverado Seats In A 73 87 Chevy The 1947. This book allows you to look up a part for your truck and find which other GM vehicles used that same part. This book is the source for GMC and Chevy parts interchanges. Explore Our Forums. 79 chevy truck auto to manual swap gm pickup truck factory bucket seat the definitive 67 72 seat swap. Joined Jun 25, 2010 Posts 16. I put in the carpet then bolted the metal stock on top, then bolted the seats to that. Ecklers Chevy Trucks has everything you need when it comes to Chevy Trucks seats. Bobby Russel of Waco outdid himself on that one. Considered the third generation, these completely redesigned new trucks had a squared-off look. Discussion in The Hokey Ass Message Board started by deadradio, May 21, 2014. The problem Father in law slammed into a deer doing 65 the truck doing 65, not the deer. He just dropped his full coverage insurance a few months back, only having liability. A forum community dedicated to GMC and Chevy full size owners and enthusiasts. I'm running 5559 Chevy truck seats in mine. Jump to Latest Follow 1 11 of 11 Posts. Put in the middle console in first. Hey everyone I have a 2002 Chevy 2500HD with leather seats. In our case, we were working on a 1971 Chevrolet C10, which has a fresh 355ci smallblock Chevy with aluminum heads and a sizable camshaft. While the engine had received some serious attention, the TH350 transmission was completely stock, aside from a stall converter to work with the big cam. The truck ran pretty well, but had a few issues that were hard to pinpoint. Our concern came when it was time to really test out the new engine on a nice, straight back road. At wide open throttle in low gear, the engine seemed to bog, and it never came to life, even with close to 400 hp on tap. It wouldn't spin the tires, no matter how hard we tried. The engine was firing on all eight cylinders, but the truck felt like it was tied to a tree stump when we'd take off.

As we were scratching our heads in disbelief that it wouldn't do a burnout or set you back in the seat, we went out for one more test drive, and the transmission finally let go. What we quickly realized was that the transmission was causing the bogging issues before it gave up. The truth of the matter is that we wanted to upgrade to an overdrive transmission either way, and this breakage gave us the perfect opportunity to make it happen. The natural choice for our application was a GM 700R4, a simple four-speed automatic based off of the long-running Turbo Hydramatic design. The .701 overdrive ratio would calm down our peppy smallblock during highway cruising, and the lower 3.061 First gear ratio compared to the TH350's 2.521 First gear would liven up the acceleration. Of course, we could've also opted for the 2004R overdrive transmission, but they're getting increasingly harder to find and not exactly known for their strength. We were faced with a couple of options. Grab a core from the junkyard and have a local shop go through it with factory-style replacement parts, or buy an aftermarket unit. After some studying and price checking, we called up the folks at Phoenix Transmission Products in Weatherford, Texas. They offer transmissions for lots of applications, including Chrysler and Ford, and had plenty of options for GM transmissions, including several versions of the 700R4. Phoenix Transmission modifies the transmission with high-load capacity sprags, high-energy friction and band, and increase pump volume and pressure. To keep us from piecing together the components, Phoenix Transmission offers a complete package for our C10, including the new transmission, a high-performance lockup torque converter, a COMPUSHIFT Mini module, a GForce crossmember, and a Lokar stainless steel TV cable, complete with the appropriate correction bracket for our Demon carburetor.

That means the only thing we had to add to the kit was a new driveshaft and a few quarts of Dexron

III transmission fluid, and our C10 was back on the road. The final result of our transmission swap is a classic truck that hits the highway with ease, thanks to overdrive and a lockup torque converter. It also lights the tires with ease now that the new transmission isn't holding back the rowdy smallblock. We were pleased with the simplicity of the swap, and the performance of the Phoenix Transmission-prepared 700R4 is undeniable. Now it's time to stretch the legs on our C10 with some longer trips and some more back road adventures. See all 36 photos Our 1971 Chevrolet C10 pickup was showing signs of concern, and eventually lost forward motion when something let go in the transmission. Add to that a leaking chrome transmission pan and less-than-desirable highway manners, and it was time to remove this antiquated three-speed transmission. See all 36 photos Another problem area that we wanted to resolve included the two-piece driveshaft. While it had been repaired with a new carrier bearing, it still isn't an ideal setup for a high-performance application. See all 36 photos Our starting point is the driveshaft. It can be removed at the rear end, by loosening the four bolts that keep the U-joint in place. Then, the carrier bearing can be removed from the rear suspension crossmember, and finally the yoke can slide out of the transmission. See all 36 photos Next, we remove the three torque converter bolts that pass through the flexplate. The engine will usually try to spin, so we typically tap on the box-end wrench with a small hammer to get it broken loose. See all 36 photos The truck has a tubular transmission crossmember, which has easy access to the transmission mount bolts. While in this area, we can disconnect the vacuum line from the modulator valve, then we can move forward to disconnect the transmission fluid lines.

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