

## C10 automatic to manual

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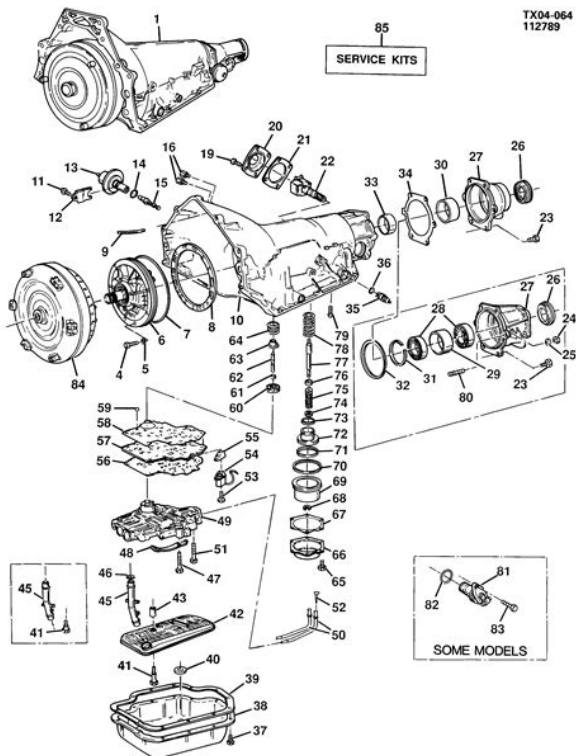
# C10 automatic to manual



In most cases, the original Chevy bell housing can be reused along with the 168 tooth 11" clutch pattern or 153 tooth 10.5" clutch pattern flywheel as well as the mechanical clutch linkage. Or we can convert you to a Hydraulic Clutch release as an upgrade. Trucks equipped with automatic transmissions will need a new bell housing, flywheel, and clutch release. If your manual transmission is equipped with a 10 spline input shaft, Modern Driveline will select one of our 26 spline, inhouse, handmade clutches matched to your horsepower and use up to 600 Horsepower. Beyond 600 Horsepower or strip use, Modern Driveline will recommend and provide either a Tilton twin disk clutch and Chromoly flywheel or the Mcleod twin disk clutch. If you have an M22 transmission with the "Fine 26 Spline" input shaft, you may be able to reuse your clutch. With the shifter in the correct location, a "Hurst" Candy Cane shifter lever will be provided that will work with bench seats and give you that classic look. Once the transmission is mounted to the back of the bell housing, you will use the crossmember provide that will locate the transmission into the correct driveline angle. A slip yoke is included in most conversion packages because in most cases your driveshaft can be shorted at a local shop, or Modern Driveline can provide you with steel, aluminum, or carbon fiber driveshaft as needed. 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 surgery 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. <http://www.vannordenvastgoed.nl/userfiles/delonghi-1385-manual.xml>

- **c10 automatic to manual, 72 c10 automatic to manual, c10 manual to automatic conversion, c10 manual to automatic transmission swap, c10 automatic to manual, c10 automatic to manual pdf, c10 automatic to manual transmission, c10 automatic**

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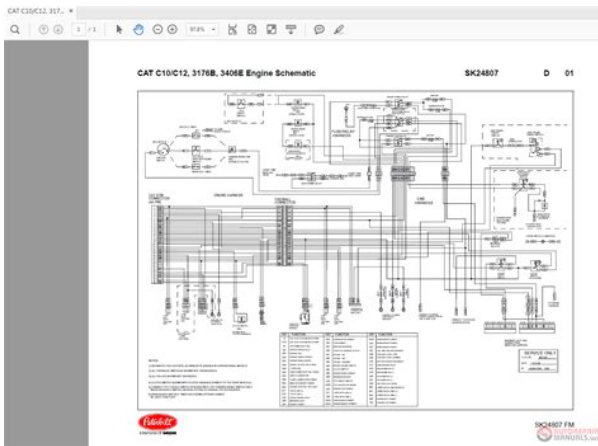
It is really best to have a donor truck if at all possible. There are several threads on this swap, just use the search function. You will need the center hump out of the donor cab to clear the transmission. As zieg said, a donor truck would make it soo much easier, but not impossible to do with out 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. 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. <http://spb.ledcraft.ru/source/delonghi-caffe-siena-espresso-machine-manual.xml>



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. 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. I am going with a 3 speed Saginaw Out of a 69 nova, has synchromesh replacing Th400. Bought a clutch pedal here off the 4 sale forum. I already have the 3 speed and bell housing, will need to buy or cut driveshaft. Its all a matter of preference, and what you can find and afford. There are a ton of them around and take the least amount of work. You also didnt say if you have a 2wd or 4wd as that will also play a large role. Definitely worth it, but my th350 blew up so thats why I converted it. I do not know if the auto trucks had a provision for clutch pedal installation, but mine was a 3 speed originally. If there is a junk yard around with some of these trucks that will help alot. I will assume your truck is the same as mine and your engine is in the right position. I got most of my parts from a 68 c20 with leaf springs. It was probably a longhorn. Stuff that bolts to the engine Bracket for zbar ball stud, it is easier if there are 2 holes in the block for it to mount. Idk if what the v8 trucks used. Get a truck bellhousing, transmission, V8 crossmember, and bolts. The center hole in the bell has to be the right size and is a tight fit.

If your trans is from an I6 truck, you need to bend the shifter so it doesnt crash into the dashboard. You need a clutch pedal and complete v8 bellcrank Zbar assembly. I am probably forgetting some things. You should be able to get all the clutch related parts from the for sale section here. Just watch the board for a manual truck part out. As for the trans Id shove a 465 in it. Bomb proof and ultra reliable. They are a dime a dozen. My Uncle Frank, R.I.P., converted it to an SM465. Great transmission. The problem the truck had an Olds 400 and was there wasnt a provision for a crossmember installed under the bell housing for the trans mount. We put in a trans mount that bolted to the rear of the manual. It was always breaking. The pedal was easy to install from a donor truck. I bought the truck in 82 and converted it to a TH400 in 88 to get away from the trans mount breaking. Around the same time I built an Olds 425 for it and it has been great since. About 2 years ago the Olds bit it and its now a boring SBC. The manual was MUCH stronger than any auto Ive had in it. It was also noisier. I like the auto but truly miss the 4 speed. Great 4 speed for these workhorses. But if youre builing a performance rod out of your truck, youll want to find an M421 or an M422 or an equivalent. Like a T10. These are usually found in decdnt shape in jumkyards. If you want a cheap 5speed you could go with a T5. There is a build thread somewhere in the engine and drivetrain section of the forum on how to install a T5 into one of these trucks. But be cautioned as the T5 is not a heavy duty transmission. But can survive in a lower HP and TQ application. GaryI hook the gauge to the inside of my garbage can and leave it there. I have am doing this in my

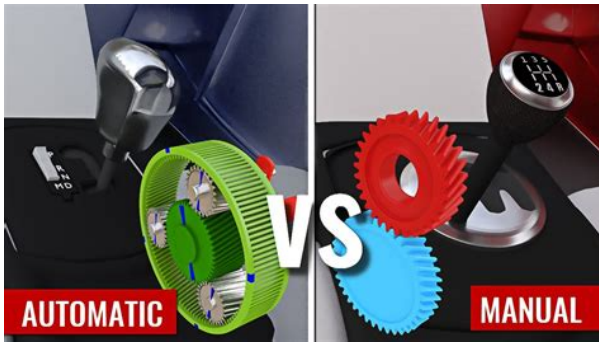
current build. Im using a Muncie 4 speed from a chevelle, using a 3.08 rear and my engine was built for low rpm torque rather than high end hp. You will need clutch pedal and linkage, frame mount bracket for cross arm, cross member for trans.



<http://www.drupalitalia.org/node/78831>

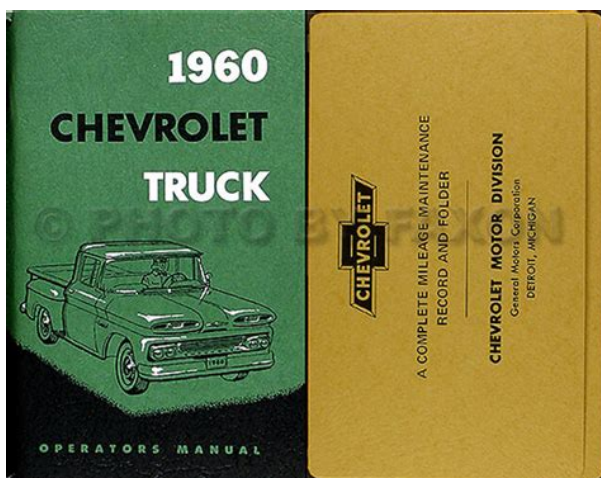
You Wont need the high hump you mentioned. I have some pics in my build thread. The biggest problems I had was the exhaust. Never did find headers that would work well, ended up going with old style ramhorns. I used the 3.08 rearcoupled with the Muncie which has a 2.54 low gear I should get reasonable mileage and reasonable street performance. If you want to race from street light to street lightdont use the 3.08 rear. use 3.73I had looked into NV3500s as well, and have always liked them in the trucks Ive driven equipped with em.Handling a little more HP is one thing.I hook the gauge to the inside of my garbage can and leave it there. I already have the cluth 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 holesI 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, dont even have to slide the crossmember anywhere. Both combinations are close enough in length that you dont have to change your driveshafts either. Only real complications is the NV4500s hydro clutch, and having to move the opening in the floor for the shifter to come though. The shifter is well placed once installed though, dont violate your middle passenger with any gears, nor do you slam your knuckles into the dash. Im down to getting my hydro clutch hooked up and replacing the floor hump.The Muncies a good trans but with a 3.73 in the rear Im out of gears at 30mph and Hwy speeds are 75 out here. I also think if youre going to go through the trouble might as well get the overdrive.I plan on, as many other guys probably to do this swap in the near future.

<http://flexphysicaltherapy.com/images/bpt-a-200-manual.pdf>



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. 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 couldn't 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.

<http://entiran.com/images/bpt-e310-manual.pdf>



I just don't 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 Wasn't 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. 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. It may not display this or other websites correctly. You should upgrade or use an alternative browser. I have a 73 C10 2wd. 350 with a TH350 trans. Little bit of motor work some time ago, and tranny has had work a few times over. Now with a 1ton torque converter and shift kit. Iv had the problem a few times before and it happed to me again today. Spun the input shaft on the tranny i am quite sure again. I always have wanted a 4 speed manual in the truck. I am wondering what kind of 4 spds like to get put in these trucks. And how hard is the work. Thank you for any advice. Both are 4 speed with a granny low gear G123. If you want overdrive, you can also get an NV3500 or NV4500 5 speed from a 90s truck.

Both are 4 speed with a granny low gear G123. If you want overdrive, you can also get an NV3500 or NV4500 5 speed from a 90s truck. Click to expand. 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](http://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 Originally, many C10 trucks had a threeonthetree manual transmission when new. Over the years, most of the 6087 GM trucks were converted to automatic transmissions at some point. Because there was no way to convert the manual column to work with the automatic transmission, the options were to either replace the steering column or add a floor shifter. Were going to convert to a columnshifted auto so it looks factory but you keep the original threeonthetree column. A shift linkage kit from CPP is the new component that allows you to use the factory column shifter with any Chevy auto trans. We headed to Teds Rod Shop in Riverside, California, to let the C10 experts there get the job done the right way. This truck was converted from three onthetree to a Turbo 350 automatic. We decided it was time to get rid of it and put the shifter back on the column for a more stock and out of the way look. The guys at Teds Rod Shop do this kind of job daily so they had it off in minutes. This includes a shift linkage kit from CPP, which allows you to use the factory column shifter and any Chevy automatic transmission.

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We also opted for a brandnew shift arm from LMC Truck. We first installed the splined collar from the linkage kit and secured with the provided nut. We were told that its best to install this arm in the 10 oclock position to start with. It may need to be re adjusted if you cant select all gears once everything is connected. The rod can be cut to any length but we did not need to modify it for this application. There is a rod end on each side and jamb nuts to allow for plenty of adjustability. For threeonthetree columns this is a good idea since the upper and lower selectors have been known to hang up on each other. Two minutes with a cutoff wheel gets the job done right. Make sure the rod does not contact the firewall as you pass the shifter through the gears. Now is the time to make sure

the shifter shifts all the way down to first gear without issue. If so, tighten up the shift arm on the transmission and remove the linkage. If not. Rotate the gear selector arm slightly in one direction and give it another shot. This ensures that the linkage will not move or change position. Again, check that you can get all your gears and that there is no binding of the linkage. Sylvester Stallone's Is for Sale. For Only 350K. He has been fortunate to still. And by having access to our ebooks online or by storing it on your computer, you have convenient answers with C10 4 Speed Manual Transmission Linkage Diagram. To get started finding C10 4 Speed Manual Transmission Linkage Diagram, you are right to find our website which has a comprehensive collection of manuals listed. Our library is the biggest of these that have literally hundreds of thousands of different products represented. I get my most wanted eBook Many thanks If there is a survey it only takes 5 minutes, try any survey which works for you. I can remember back in the 90's when the "sport truck" scene was getting off the ground and you were seeing a new kind of enthusiast emerge.

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During that time, a sport truck was more focused around the newer trucks on the road. Tons of 8898 Chevy trucks, 94up S10s, and the new 99up Silverados were all king at the time. Ford and Dodge shared a little bit of the space, but their designs of that era just didn't lend themselves as well to what was deemed popular. I noticed that it began to slowly fade out around the mid2000's and give way to include all different variations of truck. Basically the "sport truck" scene merged in with the rest of the hot rod culture and we started seeing a lot of guys building more protouring rigs rather than the bagged and slammed trucks from just a few years prior. Today, trucks of all makes, models, and years are hotter than ever. As soon as the LS engine became mainstream and plentifully cheap, and the performance suspension guys jumped on board, there wasn't any reason to believe that a truck couldn't be just as competitive as any muscle car. The square body Chevy trucks from the 7387 era have really seen a surge in popularity over the last few years as more guys looking for a good deal on a project have found them to be readily available and easy to work on. We've begun to see more demand for parts development on this era of truck and as a response we've started to build some specific items to help in the area of transmission swaps. With the help of our own 1986 GMC shop truck Sandy Rose, we set off to figure out what we could build that would best suit this market. "Sandy Rose is a little redneck, but she's got refined tastes." Since she was completely rust free and primed for a good make over we decided to drop in a crate LS3 and new Tremec TKO600. We quickly realized that this wouldn't be an easy or inexpensive task. This was the first light bulb moment and deciding factor in the development of our new clutch pedal conversion kit.

Once we broke it down we discovered that GM basically made the same brake pedal support bracket for all trucks, but added on an additional piece that carried the clutch pedal. Knowing this, we could create the same type of scenario to easily convert any automatic truck to manual. The clutch pedal kit includes everything you need for the conversion. The beauty of this conversion kit lies in the simplicity of installation and the ability to use it for any manual transmission set up. Whether you're retaining a stock 3 or 4 speed with mechanical linkage or going all out to a Tremec Magnum upgrade with hydraulics, this kit will work. In addition to the clutch pedal kit we also developed a hydraulic master cylinder conversion package. If you're a hard core square body guy you'll already know this, but these parts will also fit the full size Blazers and Suburbans all the way up to 1991. Be sure to check out our crossmember for the C10 as well. This is a great addition for any transmission swap you may be doing. I will sing the Lord's praise, for he has been good to me. Psalm 1356 DailyVerses.net. Through the 1950s, all makers were working on their own automatic transmission, with four more developed inside GM alone. All of GM's early automatic transmissions were replaced by variants of the TurboHydramatic by the 1970s. Manually shifted on Column. The basic rearwheel drive TurboHydramatic spawned two frontwheel drive variants, the transverse TurboHydramatic 125, and the longitudinal TurboHydramatic 425. A third variant was the lightduty rear wheel drive



TurboHydramatic 180 used in many European models. Also manufactured and used by Holden as the Trimatic transmission. Ford led the design of the 10speed transmission, as well as filing the design patents for said transmission.

According to an official report by the SAE Society of Automotive Engineers the design of the 10speed gearbox is essentially all Ford, while GM was responsible for designing the 9speed 9T transverse automatic gearbox. As part of their jointventure, Ford will let GM use the 10speed transmission with rights to modify and manufacture it for their own applications. Retrieved 20190716. Retrieved 20190716. By using this site, you agree to the Terms of Use and Privacy Policy.

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