

Gm Turbo 350 Transmissions How To Rebuild And Modify

GM Turbo 350 Transmissions: How to Rebuild and Modify

The GM Turbo 350 transmission, a legendary three-speed automatic, holds a special place in automotive history. Its robust design and relatively simple construction made it a popular choice for countless muscle cars and trucks, resulting in a large aftermarket support system. This article delves into the intricacies of **GM Turbo 350 transmission rebuilds** and modifications, offering a comprehensive guide for both novice and experienced mechanics. We'll cover everything from basic disassembly and inspection to advanced upgrades for increased performance and reliability. We'll also explore key aspects like **Turbo 350 shift kit installation**, **Turbo 350 rebuild parts**, and choosing the right **Turbo 350 transmission fluid**.

Understanding the GM Turbo 350: A Deep Dive

Before embarking on a rebuild or modification, a solid understanding of the Turbo 350's internal workings is crucial. This transmission, initially introduced in 1969, uses a planetary gearset system with a series of clutches

and bands to achieve its three forward gears and a reverse gear. Its simplicity is both a strength and a potential weakness. While relatively easy to work on, it's also susceptible to wear and tear, especially under high-performance conditions. Key components to familiarize yourself with include:

- **Planetary Gearset:** The heart of the transmission, responsible for gear ratio changes.
- **Clutches and Bands:** These engage and disengage to select different gears. Wear on these is a common cause of slipping or delayed shifts.
- **Valve Body:** Controls fluid flow within the transmission, dictating shift points and firmness. Modifications to the valve body are key to performance upgrades.
- **Pump:** Supplies hydraulic pressure to operate the clutches and bands. A worn pump can lead to low line pressure and transmission failure.
- **Torque Converter:** Connects the engine to the transmission, acting as a fluid coupling to smooth out power delivery.

Rebuilding Your GM Turbo 350: A Step-by-Step Guide

Rebuilding a GM Turbo 350 is a challenging but rewarding project. It demands patience, precision, and the right tools. Here's a simplified overview:

1. **Disassembly:** Carefully remove the transmission from the vehicle and then systematically disassemble the unit. Take detailed photos and notes throughout the process to aid in reassembly. Properly label and organize all parts to avoid confusion.
2. **Inspection and Cleaning:** Thoroughly inspect each component for wear, damage, or corrosion. Replace any worn or damaged parts, including seals, gaskets, clutches, and bands. Clean all parts with a suitable solvent to

remove debris and old fluid.

3. Reassembly: Carefully reassemble the transmission, following the reverse order of disassembly. Pay close attention to proper clearances and torque specifications. Consult a reputable rebuild manual for specific instructions.

4. Fluid Fill and Testing: Once reassembled, fill the transmission with the correct type and quantity of transmission fluid. (Refer to your manual for specific specifications regarding **Turbo 350 transmission fluid**.) Run the transmission on a test bench or in the vehicle to check for proper operation.

Modifying Your GM Turbo 350 for Enhanced Performance

Modifying a GM Turbo 350 can dramatically improve its performance and longevity, especially when paired with a high-powered engine. Common modifications include:

- **Shift Kit Installation:** A shift kit modifies the valve body to adjust shift firmness and timing. This results in quicker, crisper shifts and improved performance. Installing a **Turbo 350 shift kit** is a relatively straightforward modification that yields noticeable results.
- **High-Performance Clutches and Bands:** Upgrading to high-performance clutches and bands improves shift firmness, prevents slippage, and enhances overall durability under high-torque conditions. Consider the type of driving you do when selecting **Turbo 350 rebuild parts**.
- **High-Volume Pump:** A high-volume pump increases hydraulic pressure, which is essential for improved shift quality and responsiveness, especially in high-performance applications.

- **Cooler Upgrades:** Adding an auxiliary transmission cooler is vital for preventing overheating, especially when using the transmission under heavy loads.

Choosing the Right Parts and Tools: Essential Considerations for Success

The success of any rebuild or modification hinges on using high-quality parts and tools. Investing in a reputable rebuild kit containing all the necessary seals, gaskets, and friction components is essential. Similarly, having the right tools, including specialized transmission wrenches and sockets, will simplify the process and minimize the risk of damage. Sourcing **Turbo 350 rebuild parts** from a trustworthy supplier ensures compatibility and reliability.

Conclusion

Rebuilding and modifying a GM Turbo 350 transmission presents a unique blend of mechanical challenge and rewarding accomplishment. By carefully following the steps outlined above, understanding the nuances of the transmission's internal workings, and selecting high-quality parts, you can extend the life and enhance the performance of this iconic transmission. Remember that proper planning, meticulous attention to detail, and access to comprehensive resources are paramount for success.

FAQ

Q1: What are the common signs of a failing GM Turbo 350 transmission?

A1: Common signs include slipping gears, delayed shifting, harsh shifting, whining noises, low fluid levels, and fluid leaks. A thorough inspection is always recommended.

Q2: How often should I change the transmission fluid in my Turbo 350?

A2: The recommended fluid change interval depends on driving conditions and usage. However, a good rule of thumb is to change the fluid every 30,000-50,000 miles or as recommended in your vehicle's owner's manual. Using the correct **Turbo 350 transmission fluid** is crucial.

Q3: Can I rebuild my Turbo 350 myself?

A3: Yes, you can, but it requires mechanical aptitude, patience, and access to proper tools and resources. If you lack experience, seeking professional assistance is recommended.

Q4: What are the benefits of a Turbo 350 shift kit?

A4: A shift kit improves shift firmness, reduces shift times, and helps prevent slippage under high-load conditions. It's a popular modification for performance applications.

Q5: How much does it cost to rebuild a GM Turbo 350?

A5: The cost varies depending on parts, labor, and the extent of the rebuild. A complete rebuild can range from several hundred to over a thousand dollars.

Q6: What type of transmission fluid is best for a GM Turbo 350?

A6: Consult your vehicle's owner's manual for the specific recommendation. Typically, a Dexron-compatible automatic transmission fluid is used.

Q7: Where can I find a reliable resource for Turbo 350 rebuild parts?

A7: Many reputable online retailers and auto parts stores specialize in transmission parts. Check reviews and choose a supplier with a strong reputation.

Q8: Is it necessary to use a transmission jack when removing and installing a Turbo 350?

A8: Yes, using a transmission jack is highly recommended for safety and to prevent damage to the transmission and vehicle. Improper handling can cause serious injury.

GM Turbo 350 Transmissions: A Deep Dive into Rebuilding and Modification

The GM Turbo 350 transmission, a renowned three-speed automatic, holds a special place in automotive history. Its robustness and relatively simple construction have made it a preferred choice for mechanics and modifiers alike for years. This article will explore the intricacies of rebuilding and modifying this workhorse transmission, providing you with the understanding and abilities to manage the task effectively.

Understanding the Turbo 350's Anatomy:

Before starting on a rebuild or modification project, a comprehensive understanding of the transmission's inward workings is essential. The Turbo 350 includes of several key parts, each playing a critical role in its operation.

These include:

- **Clutch Packs:** These groups of friction and steel plates connect to transfer power between the input and output shafts. Accurate adjustment and servicing of these packs are crucial for smooth shifting.
- **Planetary Gearset:** This mechanism of gears and sun gears allows for the three forward speeds and reverse. Wear in this area can significantly affect transmission operation.
- **Valve Body:** This intricate assembly controls the hydraulic passage that shifts the gears. It houses numerous valves, passages, and springs that require exact calibration.
- **Pump:** The pump provides the hydraulic pressure necessary for the transmission to function. A damaged pump can lead to erratic shifting and lowered output.

Rebuilding the Turbo 350:

Rebuilding a Turbo 350 is a difficult but satisfying endeavor. It requires dedication, attention to detail, and the correct tools and equipment. The method generally includes the following phases:

1. **Disassembly:** Meticulously disassemble the transmission, labeling each part to ensure correct reassembly. Photographing the disassembly process is highly advised.
2. **Inspection and Cleaning:** Assess each component for wear. Replace any damaged parts. Meticulously clean all pieces with a suitable solvent.
3. **Reassembly:** Thoroughly reassemble the transmission, following the proper order. Pay particular attention to adjustment of critical components.
4. **Testing:** Once reassembled, fully test the transmission to ensure correct performance.

Modifying the Turbo 350:

Modifying a Turbo 350 can improve its capacity and strength. Common modifications include:

- **High-Performance Clutch Packs:** Improving the clutch packs with high-performance units can withstand increased torque.
- **Shift Kits:** These kits modify the valve body to improve shifting behavior, providing firmer shifts.
- **High-Stall Torque Converter:** A high-performance torque converter will allow for higher engine revolutions before the transmission engages, improving takeoff.
- **Hardened Input Shaft:** For high-performance applications, a hardened input shaft can avoid breakage.

Practical Benefits and Implementation Strategies:

Rebuilding and modifying a Turbo 350 offers several benefits:

- **Cost Savings:** Rebuilding is often considerably less costly than buying a fresh transmission.
- **Improved Reliability:** A rebuilt transmission, especially one with upgrades, can be more trustworthy than an older, damaged unit.
- **Performance Enhancement:** Modifications can substantially enhance the transmission's capability.

Before starting a rebuild or modification, it's essential to have the required tools, skills, and patience. Consulting repair manuals and obtaining advice from knowledgeable technicians is highly recommended.

Conclusion:

The GM Turbo 350 transmission represents a important piece of automotive history. Understanding its

functioning and the techniques involved in rebuilding and modification allows enthusiasts to rehabilitate its capability or even improve it for high-performance uses. Remember, accuracy and a comprehensive understanding of the process are key to a successful overhaul or enhancement.

Frequently Asked Questions (FAQs):

Q1: What tools are needed to rebuild a Turbo 350?

A1: You'll need a thorough set of transmission tools, including a transmission jack, various sockets and wrenches, a torque wrench, and specialized tools for removing and installing clutches and seals. A good quality shop manual is also vital.

Q2: How much does it cost to rebuild a Turbo 350?

A2: The cost changes depending on the level of repair needed and the cost of parts. Expect to pay several hundred to several thousand dollars, depending on the complexity of the undertaking.

Q3: Can I rebuild a Turbo 350 myself?

A3: Yes, you can, but it demands dedication, attention to detail, and the correct tools. If you lack knowledge, it's best to seek guidance from a skilled mechanic.

Q4: What are the signs that my Turbo 350 needs rebuilding?

A4: Signs include erratic gears, hard shifting, noises (clicking), leaks, and failure to shift into particular gears.

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