

TH-350, 350C, 250 and 250C TECH NOTES

350 Skips 2nd will manual 1-2 at light throttle only and has 3- 2 kick down runaway.

Cause: Has 250 pump stator.

Loses kick down to early, or no detent downshifts

Valve body gasket missing, it has slot that feeds detent circuit.

Tie-up in low.

Manual linkage bent - manual valve sticking out 1/4" in D.

Bind in low 2nd gear starts.

1-2 shift valve stuck up shifted. No clearance in intermediate clutch

Clicking noise in 1st gear-goes away in 2nd: Intermediate steels rattling in case.

This complaint usually occurs when the steels have been changed to lock-up type plates with two less lugs. Warped or out of flat frictions can also cause rattle.

Correction: Install early (350 non-lock) type steels with full set of lugs and flat frictions.

350C feels like broken left mount neutral to drive feels good but give it throttle and bumps like broken mount reverse ok

Cause: mismatch plate to case makes leak in Forward. Gauge drops to 30 at idle engagement and bumps at 55 when pump speed comes up.

Chevy case with Buick/Pontiac/Oldsmobile (BPO) separator plate.

Loud click on 2-1 coast downshift- May also have click clank on neutral to drive engagement.

Cause: Anti-clunk spring left out.

Noise in 1st, better in 2nd, quiet in 3rd sounds like planet whine.

Bad roller bearing between drums or metal to metal grounding (mounts.)

Breaks input shaft away from drum 3" diameter break looks like hi pressure or neutral start abuse.

Late input ring gear (with snap ring) out of round or flexing out of round. Use early (solid - no snap ring) front ring gear.

Reap on 1-2 shift

Bad needle bearing in front planet.

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Bind up on 2-3

250 separator plate on 350. See Valve Body data page for plate hole ID.

TH 250 no 2nd

350 separator plate on 250. See Valve Body data page for plate hole ID.

No 3rd.

Too thick of a pump washer to set endplay, direct rings dislocate with feed hole.

Breaks low sprag support

Cause case savers installed in place of anti-clunk spring.

Low line and or poor line rise.

Wrong modulator valve, has 1969 mod valve in 70 and later case. There are two types of mod valves, the first type was used in 1969 only and can be identified by a 1/4" long shank on small (the end that butts in case) end of valve. The 70 and later valve has a 1/8" long shank. The 70+ valve will work in 69 case.

No Upshift

Mismatch of case and plate—"1969 cases and plates are unique" —wrong case & plate combo can exhaust all governor oil. Install TransGo SK350—the separator plate fits all cases and will eliminate this problem.

Whistle - same pitch at all RPM and pressure.

Small ring leaking at 1-2 accumulator.

Whistle noise in low & reverse (or under boost)

Converter starving for oil - drill converter feed hole in plate to .106 - .110. Use mesh screen - no Dacron.

No lock up-electrical ok-block solenoid solid if lock-up occurs.

Cross leak direct oil into reverse circuit at middle direct drum rubber, middle stator ring, or between pump halves.

2-3 chatter worse hot and usually only at one speed.

1 or 2 teeth missing from governor gear. Actually a fast 2-3 shuttle.

350C No 2nd gear or slipping in 2nd

350 pump body installed in 350C puts 2nd oil into converter circuit.

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Diesel - No wide open throttle up shifts

Gas VB installed. Install original (weaker) detent regulator spring.

350C kills engine in reverse all-time converter feed plugged with gaskets

Bottom gasket 350 1-2 kit has hole open up if replaced without opening will cause this complaint

Loses passing gear too early—Raise passing gear points

Shim detent regulator spring .100 max + install two VB gaskets. Diesel VB on Gas also causes this complaint.

2nd gear starts in low (Only applies to units with TransGo 350-3 kit) .

Blue spring and green springs swapped, blue spring not installed, or wrong spring installed. Leak in low circuit, usually at middle rubber on rear piston. Also no vacuum or too much modulator pressure up shifts 1-2 shift valve

350-3 Tie-up in Low unblock governor springs (Only applies to units with TransGo 350-3 kit)

If OK = leak in low circuit (not enough low pressure to downshift 1-2 valve, but has enough to partially apply low & reverse clutch.)

Lock-up pressure switches (GM part #'s with color stripe ID, "Note: PSI typically equals or is very close to speed in MPH")

White 38 psi 8633363, Purple 40psi 8641265, Pink 44psi 8633361, White 50psi 8633397, Brown 52psi 8633360 and Blue 54psi 8633364