

installed a new 1350 u-joint to the driveshaft and a Hughes performance TH400 slip yoke to the u-joint. The driveshaft is the perfect length, carrier bearing is in the same spot. All is well there too.

Then installation of the B&M shifter. I used a piece of plate steel to block off the hole from the OEM shifter. I used existing bolt holes to secure the piece. Then bolted the shifter to the blockoff plate once I found a place that worked for my arm length. The only hole I had to drill was for the shift cable that went down to the trans. It's a 1" hole about 4" forward of the shifter. Ran the cable down to the B&M shift bracket and bolted it to the trans. Ran through the gears to make sure it was adjusted properly.

Removed the OEM trans cooler lines and installed a new trans cooler. Ran new 3/8" line from the cooler to the TH400 which worked great, took about 10 feet of line to run it cleanly.

I had to remove the TCM from the 6L80 and plug it in for the car to start. I ran the 6L80 trans harness up into the engine bay, put some heat resistant material on it where it came near the header. I notched the plastic area that holds the cabin air filter and ran the cable into this area. I connected the TCM and put it in this free space. really you cant even tell its not supposed to be there.

Car started up and runs fine, went and did some donuts for good measure to test it out. Really not a bad swap, surprised more people havent done it. Took about 7-8 hours of mechanical work taking our time, BS'ing, running to the store for stuff we forgot, looking outside at the snow, etc.. then about an hour of figuring out what the electrical system needed for the car to turn on, start, etc.

I adjusted my HPtuners tune and only have one code right now. That was only a quick look, I'm working on getting rid of the remaining code so I can be check engine light free with this swap.

Pics to come later...

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Sounds promising. The way some of you guys mod cars is astonishing. I would be terrified to do something like this.