### 3 Speed Fully Synchronized Transmission

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# Dealer Installed

- 6190 - Adapter 540280 (Orange)
- 6944 - Adapter 536143 (Gray)
- 7222 - Adapter 540183 (UL. Blue)
- 7333 - Adapter 536113 (Red)
- 8055 - Adapter 536147 (Blue)
- 1.1250 - Adapter 540474 (NONE)

* See TIRE Chart 496364

377599 - Speedo Driven Gear Fitting Assembly
For 17, 18, 19, 20, 21 tooth gear.

Speedo Drive Gear 395203 (28 pitch & tooth)
4 SPEED FULLY SYNCHRONIZED (WIDE RATIO) M20 (CLOSE RATIO) M21 TRANSMISSION

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* SEE TIRE CHART 406364

ADAPTER INSTALLATION:
- DEALER INSTALLED.
- USE RIGHT ANGLE SPEEDOMETER DRIVE ADAPTERS ONLY.

- ADAPTER 406755 (DK. BROWN)
- ADAPTER 406756 (RED)
- ADAPTER 396338 (YELLOW)
- ADAPTER 395430 (BLUE)
- ADAPTER 395431 (NO COLOR)

SPEEDO DRIVE GEAR 3915003 (28 PITCH 8 TOOTH).
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# DEALER INSTALLED
- .6190 - ADAPTER 540180 (ORANGE)
- .6444 - ADAPTER 556133 (GRAY)
- .7222 - ADAPTER 55614 (LT. BLU)
- .7333 - ADAPTER 556144 (RED)
- .7692 - ADAPTER 55615 (YELLOW)
- .6644 - ADAPTER 55617 (BLUE)

SEE TIRE CHART 406364

SPEEDO DRIVE GEAR (28 PITCH 18 TOOTH)

97807 (AMD), 956793 (MDM) - SPEEDO DRIVEN GEAR SLEEVE ASSEMBLY FOR 31, 32, 36, 37, 38, 39 AND 397806 (AMD), 956794 (M38) FOR 40, 41, 42, 43, 44, 45 TOOTH GEAR.

SPEEDO DRIVE GEAR (28 PITCH 18 TOOTH)

NAS - 6260027

MDM - 6363333
### 3 Speed Fully Synchronized Transmission

#### Axle Ratio

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<th>Tire Code</th>
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#### Tread Code

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#### Pace Tire Chart 406364

- See tire chart 406364
- Adapter 4606535 (Dark Brown)
- Adapter 460654 (Red)
- Adapter 3966538 (Yellow)
- Adapter 3966530 (Blue)
- Adapter 3966541 (None)
- Adapter 401539 (Green)

### Adapter Options

- 0.666 - Adapter 4606535 (Dark Brown)
- 0.7330 - Adapter 460654 (Red)
- 0.7330 - Adapter 3966538 (Yellow)
- 0.860 - Adapter 3966530 (Blue)
- 1.1330 - Adapter 3966541 (None)
- 1.2720 - Adapter 401539 (Green)
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<tr>
<td>3952659</td>
<td>WB</td>
<td>32, 36, 4200 (WIDE RATIO)</td>
<td>M20</td>
<td>8 TOOTH (28 PITCH)</td>
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<tr>
<td>1234762</td>
<td>KA</td>
<td>32, 36, 4200 (CLOSE RATIO)</td>
<td>M21</td>
<td>8 TOOTH (28 PITCH)</td>
<td></td>
</tr>
</tbody>
</table>

**Series 3-Speed**

**Series 4-Speed**

**Turbo-Hydramatic (1350)**

**Turbo-Hydramatic (400)**

M40 Turbo-Hydramatic Transmission recommended for trailer hauling for B Series cars.

---

*High letters onR.H. side of case.*

*High letters on R.H. side of extension.*

*High letters on R.H. side of convertor housing.*

*High letters on L.H. side of convertor housing.*
MANUAL TRANSMISSION

SPEEDO DRIVEN GEAR

3708146-SEAL
3708148-RETAINER
3775589-SLEEVE
ADAPTER ASM

3 SPEED MANUAL TRANS.
(COLUMN SHIFT)

AUTOMATIC TRANSMISSION

SPEEDO DRIVEN GEAR

1359319-SEAL
1362213-RETAINER
9419029-BOLT
SLEEVE ASM
ADAPTER ASM

3 SPEED AUTO. TRANS.

NOTE

FOR SPEEDO DRIVEN GEAR, ADAPTER ASM, 
AND AUTO. TRANS. SLEEVE ASM USAGE, 
SEE CHART IN FRONT OF SECTION

LUBRICATE DRIVEN GEAR SHAFT 
AND SEAL AT ASSEMBLY WITH 
9085158 OIL

3 & 4 SPEED MANUAL TRANS., FLOOR SHIFT 
(4 SPEED TRANS. SHOWN: 3 SPEED SIMILAR) 
(PARTS OTHERWISE SAME AS COLUMN SHIFT)

96-192 LB. IN.
48-94 LB. IN.
20-80 LB. IN.
FULLY DRIVEN, SCREWED AND NOT STRIPPED
Apply a daub of 9985027 sealer approximately 1 inch long to clutch pedal arm pad and apply to full width of rubber cover. Air dry 2-25 minutes before assembly.

Lubricate with 9985038 grease prior to assembly.

<table>
<thead>
<tr>
<th>TITLE</th>
<th>CLUTCH CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>WASHER</td>
<td>404411</td>
</tr>
</tbody>
</table>
FILL RECESS ON INSIDE DIA. OF CLUTCH RELEASE BEARING WITH .08 OUNCES OF 9985176 GREASE

SECTION THROUGH CLUTCH RELEASE BEARING

10.60

E OF CAR

.68

REAR OF CROSSMEMBER

FRONT VIEW

DRILL .375 DIA. HOLE IN BOTTOM OF CROSSMEMBER AS SHOWN

INSTALL SPRING END IN HOLE IN UNDERSIDE OF FRAME CROSS MEMBER. SEE FIG. 2 FOR HOLE DRILLING.

L-Z INSTALLATION (OTHERWISE SAME AS V-8)

PART OF 406274-EQUALIZER SHOP ASM (ASSEMBLY PLANTS ONLY)

LUBRIVATE INDICATED AREAS WITH 998508 GREASE PRIOR TO ASSEMBLY

8 - 20 L.B. FT.
25 - 30 L.B. FT.
30 - 40 L.B. FT.
120 - 180 L.B. IN.
FULLY DRIVEN, SEATED AND NOT STRIPPED

92-642 E

455 CU. IN. WAS 400 CU. IN. FOR BAIRLS ONLY

CLUTCH CONTROL

<table>
<thead>
<tr>
<th>DATE</th>
<th>SYM</th>
<th>REVISION</th>
<th>D</th>
<th>CHK</th>
<th>DATE</th>
<th>SYM</th>
<th>REVISION</th>
<th>D</th>
<th>CHK</th>
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<tbody>
<tr>
<td>1970</td>
<td>A</td>
<td>404411</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
WITH SHIFT ROD CLAMPS AND SCREWS LOOSE ASSEMBLED TO SHIFT RODS, TRANSMISSION SHIFT LEVERS IN NEUTRAL POSITION AND IGNITION KEY LOCKED:

1. SET 1ST AND REVERSE TRANSMISSION LEVER IN REVERSE POSITION. HOLD COLUMN RELAY IN FIRST REVERSE LEVER AND TIGHTEN SCREW ON 1ST AND REVERSE ROD TO SPECIFIED TORQUE.

2. RETURN 1ST AND REVERSE LINKAGE TO NEUTRAL POSITION AND INSERT 3/16" DIA. GAGE PIN THRU COLUMN LEVERS. TIGHTEN CLAMP AT LOWER END OF 2ND AND 3RD SHIFT ROD.

3. CHECK OPERATION AS FOLLOWS:
   A. WITH KEY IN "RUN" POSITION AND TRANSMISSION IN 2ND GEAR, BE SURE THAT THE KEY CANNOT BE REMOVED AND THAT THE STEERING WHEEL IS NOT LOCKED.
   B. WITH KEY IN "LOCK" POSITION AND TRANSMISSION IN REVERSE, BE SURE THAT THE KEY CAN BE REMOVED AND THAT THE STEERING WHEEL IS LOCKED.

INSTALL WASHER IN THIS POSITION

FILL THRU FILLER HOLE ON R. H. SIDE OF TRANS. WITH 3.55 PINTS OF 9985044 OIL HIASING PLANT. FILL WITH 9985133 OR 9985064 (OPT.) OIL. AT ASSEMBLY PLANTS, THEN REINSTALL FILLER PLUG.

LUBRICATE INDICATED AREAS WITH 9985088 GREASE PRIOR TO ASSEMBLY.
SHIFT CONTROL LINKAGE ADJUSTMENTS

1. SHIFT ROD LENGTHS MUST BE SET IN NEUTRAL WITH A .250 DIA. PIN INSTALLED IN BASE OF THE SHIFTER.

2. TRANSMISSION CONTROL ROD SWIVEL MUST BE TIGHTENED TO SPECIFIED TORQUE WITH TRANSMISSION IN REVERSE. IGNITION KEY IN LOCK AND CONTROL ROD PULLED DOWN LIGHTLY AGAINST LOCK STOP.

3. THE FIRST AND REVERSE LEVER OF THE SHIFTER MUST NOT BE SHIFTED INTO FIRST OR REVERSE FROM BELOW. IT MAY BE SHIFTED FROM FIRST OR REVERSE INTO NEUTRAL WITHOUT DAMAGE TO THE SHIFTER.

4. CHECK OPERATION AS FOLLOWS:
   A. WITH KEY IN "LOCK" POSITION AND TRANSMISSION IN REVERSE, BE SURE THAT KEY CAN BE REMOVED AND THAT STEERING WHEEL IS LOCKED.
   B. WITH KEY IN "OFF" POSITION AND TRANSMISSION IN NEUTRAL, BE SURE THAT KEY CANNOT BE REMOVED AND THAT STEERING WHEEL IS NOT LOCKED.
OLDSMOBILE DIVISION
GENERAL MOTORS CORPORATION
LANSING, MICHIGAN

TRANSMISSION ASSEMBLY - SEE TRANSMISSION USAGE CHART IN FRONT OF SECTION

TRANSMISSION ASSEMBLY

- 40-50 LB. FT.
- 55-65 LB. FT.
- 9418967-BOLT
- 103321-LOCK WASHER
- 9419062-BOLT

FOR SHIFT ROD ADJUSTMENTS
SEE PAGE 109

404411
1. Shift rod lengths must be set in neutral with a .250 diameter pin installed in base of shifter.

2. Transmission control rod swivel must be tightened to specified torque with transmission in reverse. Ignition key in lock and control rod pulled down lightly against lock stop.

3. The reverse lever of the shifter must not be shifted out of neutral into reverse from below. It may be shifted from reverse into neutral from below without damage to the shifter.

4. Check operation as follows:
   A. With key in "lock" position and transmission in "reverse", be sure that key can be removed and that steering wheel is locked.
   B. With key in "off" position and transmission in neutral, be sure that key cannot be removed and that steering wheel is not locked.

NOTE

These parts same as transmission shift control shown on page 104

Lubricate area with 9985038 grease prior to assembly

This page contains a diagram of the 4-speed transmission back drive linkage.
406658 - LEVER ASM

9409026 - BOLT (ASSEMBLY PLANT OPTION FOR "A" CAR)
1362977 - BOLT (ASSEMBLY PLANT OPTION FOR "A" CAR)

FLYWHEEL ASM (REF. 1)

179842 - BOLT (6)

4019380 - SCREW

403703 - PAN (V8)
389039 - PAN (V8) (OPT, EXC. 35M38)
403678 - PAN (V8) (OPT, 35M38 ONLY)
6261091 - PAN (L-6)

1376685 - LEVER (EXC, 35D55 & 35W26) (SEE FIG. 1)
9418931 - NUT
LEVER TO TRANSMISSION (DO NOT USE IMPACT WRENCH)

409692 - DAMPER ASM

9418997 - NUT
9419276 - FLAT WASHER

409693 - CLAMP (SEE FIGURE 2)
409695 - SPACER

09692 - "U" BOLT

TRANSMISSION EXTENSION

TRANSMISSION EXTENSION "U" BOLT

"U" BOLT

9419089 - BOLT

409694 - "U" BOLT

POSITION CLAMP SO THAT IT STRADDLES MOUNTING BOSS ON TRANSMISSION EXTENSION

0422275 - NUT

POSITION WITH TAPERED HOLE UP

3SM40 - 3SM41
ADD 11.70 PINTS OF 9085158 HYDRA-MATIC FLUID THRU FILLER TUBE TO APPROXIMATELY 10.8 PINTS FURNISHED IN TRANSMISSION FOR A TOTAL OF 22.50 PINTS. SEE 401004 FOR FILL SPECIFICATIONS.

3SM38
ADD 7.5 PINTS OF 9085158 HYDRA-MATIC FLUID THRU FILLER TUBE TO APPROXIMATELY 13.5 PINTS FURNISHED IN TRANSMISSION FOR A TOTAL OF 21 PINTS. SEE 401004 FOR FILL SPECIFICATIONS.
FOR RADITROR USAGE AND INSTALLATION, SEEE SECTION 11.

TRANSMISSION FITTINGS MUST BE HELD WHILE COOLER LINE NUT IS TIGHTENED ON 35M38 TRANSMISSION.

NOTE:
FOR INSTALLATION OF AUXILIARY OIL COOLER, SEE SECTION 11.

A MINIMUM CLEARANCE OF .50" TO ADJACENT PARTS MUST BE MAINTAINED FROM OIL COOLER TO TRANSMISSION WHEN OIL COOLER LINES ARE BENT FOR THE AUXILIARY OIL COOLER INSTALLATION.

AUXILIARY OIL COOLER PIPES TO TRANSMISSION OIL COOLER PIPE & RADITROR (35M55)
LUBRICATE INDICATED AREAS WITH 9985038 GREASE PRIOR TO ASSEMBLY.

THese Parts Same as Manual Transmission Shift Control Shown on Page 104.

1. SET TRANSMISSION OUTER LEVER IN DRIVE POSITION.
2. HOLD UPPER SHIFT LEVER AGAINST DRIVE POSITION STOP IN UPPER STEERING COLUMN. (DO NOT RAISE LEVER).
3. TIGHTEN SCREW IN CLAMP ON LOWER END OF SHIFT ROD TO SPECIFIED TORQUE.
4. CHECK OPERATION:
   A. WITH KEY IN "RUN" POSITION AND TRANSMISSION IN "REVERSE" BE SURE THAT KEY CANNOT BE REMOVED AND THAT STEERING WHEEL IS NOT LOCKED,
   B. WITH KEY IN "LOCK" POSITION AND SHIFT LEVER IN "PARK", BE SURE THAT KEY CAN BE REMOVED, THAT STEERING WHEEL IS LOCKED, AND THAT THE TRANSMISSION REMAINS IN PARK WHEN THE STEERING COLUMN IS LOCKED.

- 17 - 23 LB. FT.
- FULLY DRIVEN, SEATED AND NOT STRIPPED
NEUTRAL START AND BACK-UP SWITCH ADJUSTMENT

With link assembled to shift lever and switch, switch bracket loosely assembled to shift lever bracket and shift lever in park position, adjust switch to gage dimension shown and tighten switch bracket fastening screw.

**Note:**

All parts on this page are part of shop assemblies 405713 ("A" car - Lansing Plant only), 407954 ("A" car - GMAD plant), 405714 ("B" car - Lansing Plant only) and 407955 ("B" car - GMAD plants) unless otherwise noted. The difference between 405713 and 405714 (Lansing Plant) or 407954 and 407955 (except Lansing Plant) is shown in Figure 5.

Parts which are not part of any of these shop assemblies are denoted [A].

Parts which are not part of GMAD shop assemblies are denoted [B].

See Figure 3 & 4

See Figure 1 & 2

Lubricate areas indicated with 9985038 Grease prior to assembly (except 35W26).
SHIFT CABLE ADJUSTMENT PROCEDURE

1. Put shift handle in park position, transmission manual lever in park position and ignition key in lock position.

2. With rod pulled lightly against lock stop, tighten screw in clamp at lower end of shift rod to specified torque.

3. Move pin 403172 to give "free pin" fit in manual lever and tighten attaching nut to specified torque.

4. Check operation:
   A. Move shift handle into each gear position and see that transmission manual lever is also in detent position.
   B. With key in "run" position and transmission in "reverse", be sure that key cannot be removed and that steering wheel is not locked.
   C. With key in "lock" position and transmission in "park", be sure that key can be removed and that steering wheel is locked.

LUBRICATE AREAS INDICATED WITH 9985038 GREASE PRIOR TO ASSEMBLY

SEE PAGE 124 FOR 35W26 DUAL GATE SHIFTER.
NEUTRAL START AND BACK-UP SWITCH ADJUSTMENT
WITH LINK ASSEMBLED TO SWITCH AND EXTENSION, SWITCH LOOSELY ASSEMBLED TO SWITCH BRACKET AND SHIFT LEVER IN PARK POSITION, ADJUST SWITCH TO GAGE DIMENSION SHOWN AND TIGHTEN SWITCH FASTENING SCREWS TO SPECIFIED TORQUE.

INSTALL KNOB AFTER CONSOLE IS INSTALLED

SEAL-APPLY 9985027 SEALER TO FLOOR PAN IN THIS AREA PRIOR TO INSTALLATION OF SEAL

FROM THIS POINT TO TRANSMISSION SAME AS SHOWN ON PAGE 122

LUBRICATE INDICATED AREAS WITH 9985038 GREASE PRIOR TO ASSEMBLY

NOTE FOR SHIFT CABLE ADJUSTMENT SEE PAGE 122.
# Fuel Tank Assembly Usage Chart

<table>
<thead>
<tr>
<th>Tank Asm (Less Sender)</th>
<th>Tank Asm (Complete)</th>
<th>Sender Asm</th>
<th>Models</th>
</tr>
</thead>
<tbody>
<tr>
<td>405109 (Exc. 35NAX)</td>
<td>405127 (Exc. 35NAX)</td>
<td>6427682</td>
<td>ALL MODELS EXC. S.W. WITH L6 OR 350 CU. IN. ENGINES. EXC. 35W31, 455 CU. IN. 2 BBL. EXC. 600</td>
</tr>
<tr>
<td>405010 (35NAX)</td>
<td>405214 (35NAX)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>405096 (Exc. 35NAX)</td>
<td>405215 (35NAX)</td>
<td>6428573</td>
<td>455 CU. IN. 4 BBL. ENGINE EXC. S.W. 455 CU. IN. 2 BBL. WITH 35C60 350 CU. IN. 2 BBL. ENGINES WITH 35C60 AND AT EXC. S.W. ALL 35W31 &amp; 35W32</td>
</tr>
<tr>
<td>404160 (Exc. 35NAX)</td>
<td>404157 (35NAX)</td>
<td>6427768</td>
<td>350 4 BBL. S.W. 350 2 BBL. S.W. EXC. 35C60 WITH AT</td>
</tr>
<tr>
<td>404964 (35NAX)</td>
<td>405306 (35NAX)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>404158 (Exc. 35NAX)</td>
<td>405307 (35NAX)</td>
<td>6428004</td>
<td>ALL S.W. WITH 350 2 BBL. &amp; 35C60 WITH AT 4800 350 4 BBL. WITH 35C60 &amp; ALL 4800 WITH 35L31</td>
</tr>
</tbody>
</table>

## Additional Diagrams
- **Figure 1:** Tank Asm, Sender Asm, 3774937-CAM, 3825206-Gasket
- **Figure 2:** Sender Asm Installation

### Station Wagons
<table>
<thead>
<tr>
<th>Models</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL MODELS EXC. S.W. WITH L6 OR 350 CU. IN. ENGINES. EXC. 35W31, 455 CU. IN. 2 BBL. EXC. 600</td>
</tr>
<tr>
<td>35W31, 35W32 WITH 455 CU. IN. 2 BBL. S.W. EXC. 35C60 WITH AT 4800</td>
</tr>
<tr>
<td>ALL 35W31 &amp; 35W32 WITH 4800 WITH 35C60</td>
</tr>
</tbody>
</table>

### Coupe and Sedans
- 35W32 ADDED TO CHART 2-25-74
- 35W31 & 35W32 ADDITIONS TO CHART 1-16-74
- CHART REVISED 1-20-75
- CHART REVISED 5-22-75
- CHART REVISED 12-17-75
- CHART REVISED 1-30-76
- CHART REVISED 5-20-76
- CHART REVISED 9-28-76
- CHART REVISED 12-17-76
- CHART REVISED 4-15-77
- CHART REVISED 7-15-77
- CHART REVISED 10-20-77
- CHART REVISED 1-30-78
- CHART REVISED 5-20-78
- CHART REVISED 9-28-78
- CHART REVISED 12-17-78
- CHART REVISED 4-15-79
- CHART REVISED 7-24-79

### General Motors Information Manual
- 1970
- PAGE 804
- REF. 8A
- PART NO. 404411
CUT OUT DAMAGED PORTION OF FUEL LINE.  CUT A PIECE OF HOSE 4" LONGER THAN PORTION OF LINE REMOVED. HOSES 574443 (FUEL) AND 381443 (FUEL RETURN) MAY BE USED.  SLIDE HOSE 2" ONTO EACH PORTION OF FUEL PIPE.  CLAMP HOSE TO EACH PIPE ON EACH SIDE OF REPAIR, USE CLAMP 3786276 ON FUEL LINES AND CLAMP 9770783 ON FUEL RETURN LINES.

BLow OUT MAIN FUEL LINE, WITH FILTERED AIR, USING A MINIMUM OF 30 P.S.I. AIR PRESSURE TO INSURE REMOVAL OF ANY FOREIGN MATERIAL AS FOLLOWS:

1. MAIN FUEL PIPE AFTER ASSEMBLED TO THE FRAME.
2. FRONT AND REAR MAIN FUEL HOSES EITHER AFTER ASSEMBLED TO MAIN PIPE OR IMMEDIATELY PRIOR TO INSTALLATION, PREFERABLY AFTER ASSEMBLY TO PIPE.
WHEEL HOUSE INNER (LEFT SIDE)

3781642-FELT ADHIRE TO TANK WITH 9980639 OR
3857962 CEMENT
9985027-SEALER (OPTIONAL)

3786325-FELT (2)
ADHIRE TO TANK
WITH 9980639 OR
3857962 CEMENT
9985027-SEALER
(OPTIONAL)

3931449-CAP ASM
(EXC 35NA9)
407010-CAP ASM (35NA9)
FILL FUEL TANK WITH FOUR
GALLONS OF 9985015
PREMIUM GASOLINE

407010-CAP ASM AOOf.0
PREMIUM

404128-STRAP ASM-
FUEL TANK FRONT-OUTER
386291-BOLT

404127-STRAP-FUEL
TANK FRONT-INNER

1351640-NUT
404190-STRAP-LOWER "L"
402476-HOOK BOLT

BREAK OFF BOLT EXTENSION
AFTER TANK INSTALLATION

FUEL TANK MOUNTING (STATION WAGON)

<table>
<thead>
<tr>
<th>TITLE</th>
<th>FUEL TANK MOUNTING (STATION WAGON)</th>
</tr>
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<tbody>
<tr>
<td>404411</td>
<td>404411</td>
</tr>
</tbody>
</table>

8-104

104-140 LBS. IN.
FULLY DRIVEN, SEATED
AND NOT STRIPPED
FUEL & FUEL RETURN LINE REPAIR PROCEDURE

1. Cut out damaged portion of fuel line.
2. Cut a piece of hose 4" longer than portion of line removed. Hoses 574443 (fuel) and 381443 (fuel return) may be used.
3. Slide hose 2" onto each portion of fuel pipe.
4. Clamp hose to each pipe on each side of repair. Use clamp 3786276 on fuel lines and clamp 9770783 on fuel return lines.

BLOW OUT A MAIN FUEL LINE, WITH FILTERED AIR USING A MINIMUM OF 30 P.S.I. AIR PRESSURE TO INSURE REMOVAL OF ANY FOREIGN MATERIAL AS FOLLOWS:

1. Main fuel pipe after assembled to the frame.
2. Front and rear main fuel hoses either after assembled to main pipe or immediately prior to installation, preferably after assembly to pipe.
CLAMP MUST NOT CONTACT FRAME

1.00 TO END OF TUBING

.50 TO END OF HOSE

VIEW D

VIEW A

VIEW C

FUEL LINE INLET

OUTLET FUEL RETURN

SEE VIEW D

402289 - HOSE FUEL RETURN 977083 - CLAMP (EACH END OF HOSE)

406-14 - RETURN HOSE (COMPLETE), SEE PAGE 100

400312 - MAIN FUEL HOSE (NOT SHOWN) 398709 - CLAMP (EACH END OF HOSE)

FUEL RETURN SYSTEM FOR 3U11 AND 35L74 WITH C60

THE FOUR CLAMPS MUST BE INSTALLED IN THIS POSITION TO PREVENT RUBBING

401686 - MAIN FUEL PIPE ASM 405917 - FUEL RETURN PIPE ASM

401687 - RETURN FUEL PIPE ASM-FRONT

FOR HOSE TO FUEL PUMP SEE VIEW C

401684 - MAIN FUEL HOSE 3786276 - CLAMP (EACH END OF HOSE)

401685 - FUEL RETURN HOSE 977083 - CLAMP (EACH END OF HOSE)

FUEL RETURN SYSTEM FOR 3U11 AND 35L74 WITH C60

404411
<table>
<thead>
<tr>
<th>MODEL</th>
<th>GROUP</th>
<th>CROSS OVER PIPE ASM</th>
<th>EXHAUST PIPE</th>
<th>MUFFLER ASM</th>
<th>MUFFLER TO RESONATOR PIPE</th>
<th>RESONATOR ASM</th>
<th>TAIL PIPE</th>
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<tr>
<td></td>
<td></td>
<td>R. H.</td>
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<td>R. H.</td>
<td>L. H.</td>
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<td>399590</td>
<td>399589</td>
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<tr>
<td>4800</td>
<td>V-8</td>
<td>35L31</td>
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<td>V-8</td>
<td>35U1</td>
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<tr>
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<td>V-8</td>
<td>35U1</td>
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<tr>
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<td>35U1</td>
<td>NONE</td>
<td>399547</td>
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</tr>
</tbody>
</table>

**Oldsmobile Division**

*General Motors Corporation, Lansing, Michigan*
403844-RESTRICER MUST BE FLUSH WITH TOP OF VENT SURGE

403846-TANK (INSTALL WITH BLACK SIDE AGAINST TANK)

FOR FUEL TANK ASM COMPLETE, SEE CHART, PAGE 100

AH MODELS WITHOUT 35649

MUST BE FULLY DRIVEN, SEATED, NOT STRIPPED AND 72 LB. IN. MINIMUM.

FULLY SEATED AND NOT 2D

1231003-CLIP 9422232-SCREW

1347654-CLIP 9422232-SCREW

MAIN FUEL PIPE

FUEL RETURN

404086-CLIP 9422232-SCREW

400109-INSULATOR (INSTALL WITH BLACK SIDE AGAINST TANK)

405620-HOSE 9770783-CLAMP

400311-HOSE (1ST TYPE) (EXC. W27)

400313-HOSE FUEL RETURN (1ST TYPE) (EXC. W27)

407114-HOSE (2ND TYPE) (EXC. W27)

407115-HOSE FUEL RETURN (2ND TYPE) (EXC. W27)

408555-HOSE (WITH W27)

408554-HOSE FUEL RETURN (WITH W27)

9770783-CLAMP (EACH END OF HOSE)

400310-INSULATOR (WITH BUCK SIDE AGAINST TANK)

400311-HOSE (1ST TYPE) (EXC. W27)

400313-HOSE FUEL RETURN (1ST TYPE) (EXC. W27)

407114-HOSE (2ND TYPE) (EXC. W27)

407115-HOSE FUEL RETURN (2ND TYPE) (EXC. W27)

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408554-HOSE FUEL RETURN (WITH W27)

9770783-CLAMP (EACH END OF HOSE)
Oldsmobile Division

INDEX TAB

PIPE-MUFFLER TO RESONATOR

SUFIG. 4

CROSSOVER PIPE ASM

569206-"U" BOLT

1383761-HANGER ASM

1368195-CLAMP (400 ENG)

1363900-SCREW

9419402-SCREW

SEE SEAL AREAS INDICATED WITH 9985020 SEALER

FOR EXHAUST SYSTEM PART NUMBER EXCEPT FASTENINGS, SEE CHART PAGE 111

132-180 LB. IN.
108-144 LB. IN.
72-96 LB. IN.

A0919402-SCREW

1361728-REINFORCEMENT

V-8 EXHAUST SYSTEM
Main fuel and fuel return

- 406005-CLIP
- 942232-SCREW
- 1347654-CLIP
- 942232-SCREW
- 1231002-CLIP
- 942232-SCREW

Fuel only

- 400312-HOSE
- 398709-CLAMP
  (each end of hose)

For fuel tank asm complete, see chart, page 100

Without 35NA9

Must be fully driven, seated, not stripped and 72 lb. in. minimum.

Fully driven, seated and not stripped

Part numbers added

- C-CLIP ADDED
- B-CLIP ADDED
- A-MINIMUM TORQUE ADDED

Revision date: 8/2/1969
<table>
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<th>SECTION C-C</th>
<th>SECTION D-D</th>
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**OLDSMOBILE DIVISION**

**GENERAL MOTORS CORPORATION**

**LANING, MICHIGAN**

---

**SU CHART FOR DIMENSION**

**EXHAUST SYSTEM CLEARANCES**

---

**EXHAUST SYSTEM CLEARANCES**

---

**TITLE**

**EXHAUST SYSTEM CLEARANCES**

---

**DATE**

**1970**

---

**MANUAL NO.**

**404411**

---

**REF.**

**A**
MUST BE FULLY DRIVEN, SEATED, NOT STRIPPED AND 72 LB. IN. MINIMUM. FULLY DRIVEN, SEATED AND NOT STRIPPED.
MUST BE FULLY DRIVEN, SEATED, NOT STRIPPED AND 72 LB. IN, MINIMUM.
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<td>3952718</td>
<td>CUMP (2)</td>
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<td>SEPARATOR ASM</td>
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<td>406423</td>
<td>HOSE (2)</td>
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<td>406186</td>
<td>PIPE (R, H.) CODE OA</td>
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<td>PIPE (L, H.) CODE OB</td>
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**Title:** Fuel System - Separator & Piping (35NA9 EXC. SW.)

**Note:** Orient clip tabs so that they cannot contact adjacent hoses.

**Warning:**
- Must be fully driven, seated, not stripped, and 72 lb. in. minimum.
- 35-45 lb. in.
- Fully driven, seated and not stripped.

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<td>Fuel System - Separator &amp; Piping (35NA9 EXC. SW.)</td>
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NOTE:
SEE SECT. 11 FOR CANISTER INSTALLATION

MUST BE FULLY DRIVEN, SEATED, NOT STRIPPED AND 72 LB. IN. MINIMUM,
FULLY DRIVEN, SEATED AND NOT STRIPPED

CARS WITH L6 ENGINES

CARS WITH V8 ENGINES

FUEL SYSTEM CANISTER PIPING

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<th>DESCRIPTION</th>
<th>MODIFIED BY</th>
<th>CHECKED BY</th>
<th>REVISION</th>
</tr>
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</table>
| 1970 | NOTE #17244 REMOVED | 11/27/70 | 7/15/71 | A

MODEL NO. 404411
CUT VENT VALVE HOSE 1 7/8" FROM MANIFOLD END, & INSTALL TEE AS SHOWN.

NOTE: .542 - .552 DIA. HOLE TO BE PUNCHED AT ASSEMBLY PLANTS.
3786276-CLAMP

405974-HOSE (CANISTER TO AIR CLEANER)

ROUTE THESE TWO HOSES THRU CLIP ON FILLER PLATE

SEE FIGURE 3

SEE FIGURES 1 OR 2

Hose Routing EXC. AIR Cond.

AIR CLEANER

INSTALLATION PURGE FITTING TO AIR CLEANER

3967086-CONN. ASM

AIR CLEANER PURGE

9770783-CLAMP

405130-TEE (IN PLACE OF EXISTING PIECE OF HOSE)

406058-HOSE (CANISTER TO TEE)

Hose - TEE TO CANISTER

EXISTING P.C.V. VALVE

EXISTING RUBBER ELBOW

INSTALLATION OF RUBBER TEE (ENGINES WITH DUAL VENTILATION)

FIGURE 3

3786276-CLAMP

9770783-CLAMP

Hose Pipe to Canister See PAGE 128

3786276-CLAMP

9770783-CLAMP

Hose Pipe to Canister See PAGE 128

FIGURE 4

INSTALLATION OF TEE INTO CRANKCASE VENTILATION HOSE EXC. DUAL VENTILATION