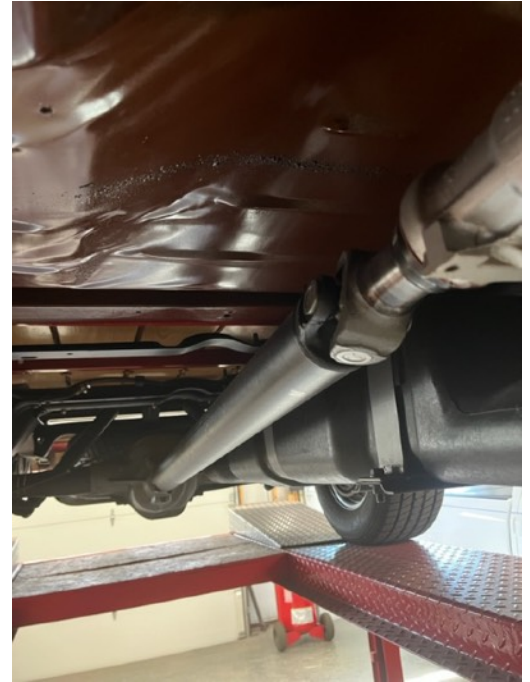


## Installing a Gear Vendors Overdrive on a 1979 Dodge Lil Red Express

Gear Vendors includes a "One Sheet" Installation instruction but you will need to get familiar with the manual included to make sure you understand the terminology and parts you will be working with. I found several bits of information scattered between the 42 page Instructions, the one page instruction and the Dodge Truck Service Manual.

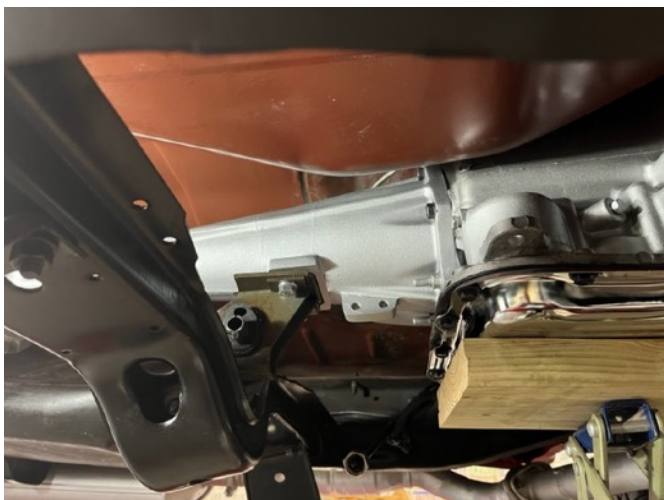
I am not going to rewrite their instructions however, I will add some helpful tips that I learned along the way.



Follow the Pre Installation guidelines provided to prepare for the installation of a new tail housing and the overdrive unit. It will be necessary to remove the driveshaft, the cross member and transmission mount. Support the transmission first. After disconnecting the speedometer cable go ahead and remove the drive gear from the housing. You will need to open a snap ring from the bottom of the housing before the tail housing can be removed. Once the housing has been removed you are required to remove several parts from your original housing for installation in the new one. It's not as bad as it sounds.



After you transfer the 6 pieces to the new housing your next step is to position the new housing onto the transmission. The Dodge Service Manual requires you to place the transmission shift lever into LOW gear first, this allows the Parking Rod to be positioned into the proper location in the new housing. Follow the instructions provided. Position the new housing in place and make sure the large snap ring is fully seated.





After all the housing bolts are torqued and the snap ring cover plate is installed you are ready to put the transmission mount on the new housing. I used the two new bolts Gear Vendors provided because they are shorter than the factory bolts. Put the frame cross member back into place and torque all fasteners per service manual recommendation.



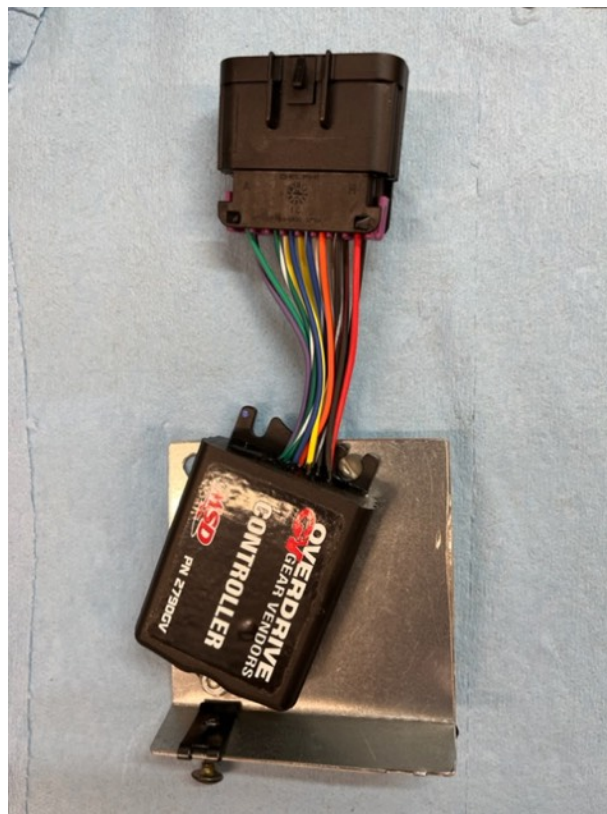
Before the overdrive unit is installed, you will need to measure the coupler end play. Follow their instructions. Our application only required 2 shims to meet the requirement. With the coupler and gasket in place, the overdrive unit is ready to be installed.

You are now ready to measure for your new driveshaft length. We chose to have a new shaft built rather than cutting the original shaft. If you choose to shorten the original shaft it will be MUCH less expensive than having a new one built. Ours took about two weeks to be built. This gives you time to work on the electronics and switch installations.



Note: the overdrive unit is fairly close to the gas tank. This will require a right angle adapter, P/N 1S0219 (not included), to allow the speedometer cable to fit without binding. When you place your order for the overdrive inform them that you will need the adapter. Gear Vendors provides an additional length cable with the kit which also connects to a signal generator and then to your original cable.

While waiting for the new driveshaft to be made, I had time to place the overdrive controller box under the dash and run the supplied wire harness to the overdrive and signal generator under the cab and the switch / lights inside the cab. I made a mounting bracket from scrap material in the shop and used an existing hole under the dash, below and to the left of the glovebox, to mount the controller.



A few words about switches, lights and placement. The kit provides you with a replacement floor (dimmer switch), two lights and another rocker switch. The written direction provided is confusing at best and I did not want to alter the factory dimmer switch location. Long story short, I bought two of my own Halo Ring lighted switches and installed them in the right dash panel blank space. Two holes vs. three and no foot switch relocation. In automatic mode, both switches are in the ON position and while driving below 45 MPH, the left switch/light is on (red). When the overdrive is engaged at 45 MPH, the red light goes out and the right switch/light goes on (green). When the overdrive disengages, the red light goes on and the green goes out. You also have the option to manually shift the overdrive.



The estimated cost for what I did is; (I also changes all fluids cost not included)  
This does not include labor if you need someone else to install it.

Gear Vendors Overdrive	\$2970.00
Drive Shaft	\$ 575.00
Angle Adaptor	\$ 45.00
Switch /Lights	\$ 17.00
1 qt Auto Trans Fluid	\$ 9.00
	<u>\$3616.00</u>



(Note: these lighted switches did not come with the system)

In automatic mode with engine running, right switch is down and left switch is down, red light on. When your speed is approximately 48 MPH, the red light goes out and the green light turns on and the overdrive automatically engages. On coast down, the overdrive automatically drops out at about 25 MPH, green light out and red light on.

There is also an option to engage the overdrive manually. With both switches in the up position, just push the left switch on at the desired speed, green light goes on when engaged.



