

350 small block manual transmission

350 Small Block Manual Transmission: A Deep Dive into Performance and History

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Introduction: The Enduring Appeal of the 350 Small Block Manual Transmission

The combination of a Chevrolet 350 small-block V8 engine and a manual transmission represents a cornerstone of American automotive history and performance. This pairing, synonymous with muscle cars and classic American vehicles, continues to captivate enthusiasts and inspire modifications. This article will explore the 350 small block manual transmission combination in detail, covering its history, performance characteristics, common transmission choices, potential upgrades, maintenance needs, and troubleshooting tips. Understanding the nuances of this powerful drivetrain allows owners to maximize performance and longevity.

The History of the 350 Small Block and Manual Transmissions

The Chevrolet small-block V8 engine, first introduced in 1955, has undergone numerous iterations over the decades. The 350 cubic inch (5.7L) version, however, stands out for its widespread use and adaptability. Its compact size, relatively lightweight design, and impressive power output made it ideal for a range of applications, from passenger cars to trucks and even boats. Paired with a manual transmission, the 350 delivered a driving experience prized for its responsiveness and direct connection to the engine. Early manual transmissions used with the 350 small block included the

Muncie M20, M21, and M22, renowned for their robust construction and ability to handle high torque outputs. Later, Borg-Warner T-10 and Tremec TKO transmissions became popular choices, offering increased durability and improved shifting characteristics. The 350 small block manual transmission combination became a benchmark for performance and remains a popular choice for restomod and hot rod projects today.

Common Manual Transmissions Paired with the 350 Small Block

The 350 small block's versatility means it's compatible with a broad range of manual transmissions. Selecting the right transmission depends on several factors, including the intended application, power output of the engine, and driving style. Some of the most commonly used transmissions include:

Muncie M20/M21/M22: These classic transmissions are highly sought after for their durability and performance. The M20 is a strong all-around transmission, while the M21 and M22 are geared towards higher performance applications. However, they can be more challenging to find and restore. A 350 small block manual transmission using one of these units will be a sought-after configuration for classic car enthusiasts.

Borg-Warner T-10: Another iconic transmission known for its strength and reliability. It's a popular choice for both street and strip applications. A 350 small block manual transmission with this unit provides a balance of performance and ease of maintenance.

Tremec TKO Series: Modern transmissions offering improved shifting feel, higher gear ratios, and increased durability. They are often chosen for their smooth operation and ability to handle high horsepower outputs. A 350 small block manual transmission utilizing a Tremec TKO is ideal for both street and performance driving.

Richmond Gear Transmissions: A popular choice for enthusiasts seeking a variety of gear ratios and customization options. This offers excellent versatility when building a high-performance 350 small block manual transmission setup.

The choice of the right 350 small block manual transmission is critical for achieving optimal performance and longevity. Careful consideration must be given to the intended use of the vehicle, desired driving experience, and budget constraints.

Performance Characteristics and Upgrades for the 350 Small Block Manual Transmission

The 350 small block's inherent strength and the wide variety of available manual transmissions provide a strong foundation for performance upgrades. Modifications can be focused on improving power output, enhancing shifting responsiveness, and increasing overall durability. Several key areas for upgrades include:

Engine Modifications: Optimizing the engine's breathing (intake and exhaust), enhancing combustion efficiency (camshaft, ignition), and increasing compression ratio can significantly boost horsepower and torque. These modifications will heavily influence the selection of the 350 small block manual transmission.

Clutch Upgrades: A high-performance clutch is essential for handling increased torque and preventing slippage. This is critical when modifying a 350 small block manual transmission.

Transmission Upgrades: Upgrading the internals of the transmission, such as stronger gears and synchronizers, can improve durability and prevent premature wear under high-stress conditions.

Gear Ratio Selection: Choosing the appropriate gear ratios for the intended application is crucial. Close-ratio gear sets are optimal for racing, while wider ratios are better suited for street driving. Finding the perfect balance for your 350 small block manual transmission setup is essential.

Maintenance and Troubleshooting for a 350 Small Block Manual Transmission

Regular maintenance is crucial for the long-term health of any 350 small block manual transmission system. This includes:

Fluid Changes: Regular transmission fluid changes are essential to keep the transmission lubricated and functioning smoothly. The type of fluid used depends on the specific transmission.

Clutch Adjustment/Replacement: Regular inspection and adjustment of the clutch are important. A worn-out clutch will need replacement to maintain drivability.

Shift Linkage Adjustments: Proper adjustment of the shift linkage ensures smooth and accurate shifting.

Bearing Inspection: Inspecting bearings is crucial, detecting early signs of wear and tear that can lead to significant damage.

Troubleshooting common problems involves identifying the source of the issue, which may include:

Difficult Shifting: This can be due to low fluid levels, worn synchronizers, or adjustment issues.

Clutch Slippage: This usually indicates a worn clutch disc or pressure plate.

Noisy Operation: This may suggest worn bearings, gears, or other internal components.

Conclusion

The 350 small block manual transmission combination represents a significant chapter in automotive history. Its enduring appeal lies in the combination of reliable power, engaging driving experience, and the endless possibilities for customization and performance enhancement. Understanding the nuances of this classic drivetrain, from its historical context to its maintenance requirements, is critical for any enthusiast looking to own, maintain, or modify a vehicle with this powerful setup.

FAQs

1. What is the best manual transmission for a stock 350 small block? The Muncie M20 offers a

good balance of strength and usability for a stock engine.

1. How often should I change the transmission fluid in my 350 small block manual transmission? Consult your owner's manual or the transmission manufacturer's specifications. Generally, every 50,000-75,000 miles is recommended.
1. What are the signs of a failing clutch in a 350 small block manual transmission setup? Slipping, difficulty engaging, burning smell, and shuddering are common indicators.
1. Can I install a different transmission in my vehicle that originally had a 350 small block manual transmission? Yes, many different transmissions can be adapted to fit, but it may require custom components or modifications.
1. What is the typical lifespan of a 350 small block manual transmission? With proper maintenance, a well-maintained transmission can last for hundreds of thousands of miles.
1. How much does a 350 small block manual transmission rebuild typically cost? The cost varies greatly depending on the transmission type, the extent of the repairs needed, and labor costs.
1. What are some common reasons for a 350 small block manual transmission to make noise? Worn bearings, gears, or synchronizers are common causes.
1. What type of clutch is best suited for a high-performance 350 small block manual transmission setup? A high-performance, heavy-duty clutch designed for the increased torque output of a modified engine.
1. Where can I find parts for my 350 small block manual transmission? Numerous online retailers and automotive parts stores specialize in classic and performance parts.

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shows you how to rebuild a street or racing small-block Chevy in your own garage. It includes more than 600 color photos and easy-to-read text that explains every procedure a professional builder uses to assemble an engine, from crankshaft to carburetor. Detailed sections show how to disassemble a used engine, inspect for signs of damage, select replacement parts, buy machine work, check critical component fit, and much more! Performance mods and upgrades are discussed along the way, so the book meets the needs of all enthusiasts, from restorers to hot rodders. *Small Block Chevrolet: Stock and High-Performance Rebuilds* is a must-have for every small-block Chevy fan.

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blocks, crankshafts, rods and pistons, camshafts, valvetrain, oiling systems, heads, intake and carburetor, and ignition systems. In addition, this book contains a large section on stroker packages. Also featured are the latest street heads from AFR, Dart, RHS, World Products, and other prominent manufacturers. While the design is more than 60 years old, the aftermarket for this powerplant is still developing. An in-depth, highly detailed example of a popular build format is featured, offering a complete road map to duplicate this sample build. This build achieved over 700hp from 422 cubic inches! While the GM LS engine family has earned a strong following and is currently the hottest small-block in the enthusiast market, the Gen I Chevy small-block engine retains a strong following with the massive number of these engines still in use throughout the hobby. They are durable, affordable, and a very well-supported platform.

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Jason Scott, Improve the power, performance and good looks of your Camaro in every way! Detailed chapters cover rebuilding the engine; induction system and cylinder heads; supercharging, turbocharging and nitrous oxide injection; camshaft and valvetrain; exhaust system; electronics and ignition; transmission and driveline; handling and suspension. Covers all F-body Camaros up to 1998.

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1994-2007 Bob McDonald, 2012 This book covers the vast majority of Powerstroke Diesel engines on the road, and gives you the full story on their design. Each part of the engine is described and discussed in detail, with full-color photos of every critical component. A full and complete step-by-step engine rebuild is also included.

350 small block manual transmission: Muncie 4-Speed Transmissions Paul Cangialosi,

2014-10-15 The Muncie 4-speeds, M20, M21, and M22 are some of the most popular manual transmissions ever made and continue to be incredibly popular. The Muncie was the top high-performance manual transmission GM offered in its muscle cars of the 60s and early 70s. It was installed in the Camaro, Chevelle, Buick GS, Pontiac GTO, Olds Cutlass, and many other classic cars. Many owners want to retain the original transmission in their classic cars to maintain its value. Transmission expert and veteran author Paul Cangialosi has created an indispensable reference to Muncie 4-speeds that guides you through each crucial stage of the rebuild process. Comprehensive ID information is provided, so you can positively identify the cases, shafts, and related parts. It discusses available models, parts options, and gearbox cases. Most important, it shows how to completely disassemble the gearbox, identify wear and damage, select the best parts, and complete the rebuild. It also explains how to choose the ideal gear ratio for a particular application. Various high-performance and racing setups are also shown, including essential modifications, gun drilling the shafts, cutting down the gears to remove weight, and achieving race-specific clearances. Muncie 4-speeds need rebuilding after many miles of service and extreme use. In addition, when a muscle car owner builds a high-performance engine that far exceeds stock horsepower, a stronger high-performance transmission must be built to accommodate this torque and horsepower increase. No other book goes into this much detail on the identification of the Muncie 4-speed, available parts, selection of gear ratios, and the rebuild process.

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cylinder heads, analyzing port flow, and proving it all through dyno tests round out this informative volume.

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a perfect resource.

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350 small block manual transmission: Collector's Originality Guide Corvette 1968-1982 Tom Falconer,

350 small block manual transmission: *LS Swaps* Jefferson Bryant, 2014-04-10 Introduced in 1997, the GM LS engine has become the dominant V-8 engine in GM vehicles and a top-selling high-performance crate engine. GM has released a wide range of Gen III and IV LS engines that deliver spectacular efficiency and performance. These compact, lightweight, cutting-edge pushrod V-8 engines have become affordable and readily obtainable from a variety of sources. In the process,

the LS engine has become the most popular V-8 engine to swap into many American and foreign muscle cars, sports cars, trucks, and passenger cars. To select the best engine for an LS engine swap, you need to carefully consider the application. Veteran author and LS engine swap master Jefferson Bryant reveals all the criteria to consider when choosing an LS engine for a swap project. You are guided through selecting or fabricating motor mounts for the project. Positioning the LS engine in the engine compartment and packaging its equipment is a crucial part of the swap process, which is comprehensively covered. As part of the installation, you need to choose a transmission crossmember that fits the engine and vehicle as well as selecting an oil pan that has the correct profile for the crossmember with adequate ground clearance. Often the brake booster, steering shaft, accessory pulleys, and the exhaust system present clearance challenges, so this book offers you the best options and solutions. In addition, adapting the computer-control system to the wiring harness and vehicle is a crucial aspect for completing the installation, which is thoroughly detailed. As an all-new edition of the original top-selling title, *LS Swaps: How to Swap GM LS Engines into Almost Anything* covers the right way to do a spectrum of swaps. So, pick up this guide, select your ride, and get started on your next exciting project.

350 small block manual transmission: *Camaro & Firebird Performance Projects: 1970-81* Jeff Tann, 2013 Several million Camaros and Firebirds were built from 1970-1981. Many are perfect candidates for a full pro-touring treatment. This book is an essential tool for the second-gen enthusiast looking to modify their car to perform at its best.

350 small block manual transmission: *Chevy Nova 1968-1974* Wayne Scraba, 2017-07-17 p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial} There was a time when the Chevrolet Nova was considered a budget option, a model engineered primarily for the price-conscious customer. Certainly performance models were already in Chevrolet's fold. With the Camaro, the Corvette, and the Chevelle leading the way, why would Chevy need another performance model? Well, savvy Chevy customers knew that you could get a really tricked-out Nova right from the factory with SS packages and big-block 396 engines along with performance transmissions and gearing for a fair amount less than an equally equipped Camaro. As a bonus, Novas were lighter weight too. It was the performance bargain of the Chevy lineup. Fast forward to today. The first-generation Camaros cost a small fortune, and while Novas have held their value quite well, they are still a performance bargain compared to the other Chevy performance models of the era. Not only are they more affordable than Camaros, but you can do a whole lot to make them really fast. In *Chevy Nova 1968-1974: How to Build and Modify*, veteran author and Chevy expert Wayne Scraba shows you all you need to know to build a killer street or strip Nova. Included is detailed information on driveline upgrades, rear-suspension options for the ultimate hook, front-end suspension and chassis components for good handling and weight transfer, excellent brake upgrades, engine swap options, cooling system upgrades, and more. Focusing on quarter-mile performance, Scraba expertly covers all of your options for a strong-running street Nova, a street-strip combo package, or all-out drag racing options. If you want to build your Nova into a quarter-mile warrior, this book is an essential tool for success.

350 small block manual transmission: *Field & Stream*, 1981-03 FIELD & STREAM, America's largest outdoor sports magazine, celebrates the outdoor experience with great stories, compelling photography, and sound advice while honoring the traditions hunters and fishermen have passed down for generations.

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all Gen I and Gen II Chevy small blocks, this time in one volume. This book continues to be the best power source book for small-block Chevy. The detailed text and photos deliver the best solutions for making your engine perform. Extensive chapters explain proven techniques for preparing blocks, crankshafts, connecting rods, pistons, cylinder heads, and much more. Other chapters include popular ignition, carburetor, camshaft, and valvetrain tips and tricks.

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transmission: stock automatic or manual compression ratio: 9.0:1 or less characteristics idle quality: smooth ...

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transmission: stock automatic or manual compression ratio: 9.0:1 or less characteristics idle quality: smooth torque: good low and mid-ranges 1800-2600 rpm fuel economy: good ...

Installation Instructions Turbo Hydro 350, 400 and ...

Check with our customer service department, or check in a Chevrolet or any General Motors shop manual. Check the engine block for "nicks" and "burrs" that may keep the transmission from ...

Installation Instructions for Turbo Hydramatic 350 - JEGS ...

Place transmission in neutral, start engine and fill to the "Add" marks. Place selector lever in all gear positions. If the wheels are off the ground, allow the transmission to shift through all ...

CT350 & CT400 - Chevrolet

The CT350 (602) is rated at 350 hp @ 5400 rpm and 396 ft lbs of torque @ 3800 rpm. It fits well in . lower level introductory classes that are looking . for affordable horsepower; such as factory ...

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Your Chevrolet small block engine comes with two sets of codes: the engine code and the partial VIN code. Each one can tell you a lot about your engine. Let's find out what you can learn and ...

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350 Engine Basic Long Block Specifications - Summit Racing ...

350 SBC engine assembly and previous versions of the small block V-8. In general, items such as motor mounts, accessory drives, exhaust manifolds, etc. can be transferred to a 350 SBC ...

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