



QUALITY... PLAIN & SIMPLE®

Column Shift Linkage Installation Instructions for Ford C4 & C6

General Installation Notes:

Please read these instructions completely before beginning the installation. If you have any questions, please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

Make sure the engine, transmission, body and frame are properly grounded. We recommend using anti-seize lubricant on all aluminum threads.

Refer to Fig. 1 and Fig. 2 for the part names.

The Lokar Column Shift Linkage is designed to work with GM style factory or aftermarket column shift steering columns. The stainless steel rod is designed to be cut-to-fit for individual applications. The kit comes with a 21" long rod. A 26" long rod is also available for purchase separately (part # S-1837). The Lokar Column Shift Linkage is designed with identical rod ends so that the hex connector can be used at either end of the stainless steel rod for clearance purposes.

Step 1: Put the shifter and trans selector shaft into the Park position. Remove any existing linkage from the trans selector shaft and the steering column.

On some transmissions, the original trans arm is welded to the trans selector shaft. If that is the case on your transmission, you may be able to leave the original trans arm in place and install the adjustable trans arm on the very end of the trans selector shaft. On some transmissions, the original trans arm interferes and will need to be cut off in order to install the new adjustable trans arm. Lokar recommends using a die grinder with a cutoff wheel if the original trans arm must be removed.

Step 2: Install the adjustable trans arm onto the trans selector shaft at approximately the 8:00 position as a starting point, with the "LOKAR" logo facing the transmission. See Fig. 2 and Fig. 3. The positioning varies per application, and it may be necessary to reposition the adjustable trans arm later in order to be able to get the transmission into all gear positions. Tighten the 1/4"-20 x 7/8" socket head bolt to clamp the adjustable trans arm to the trans selector shaft.

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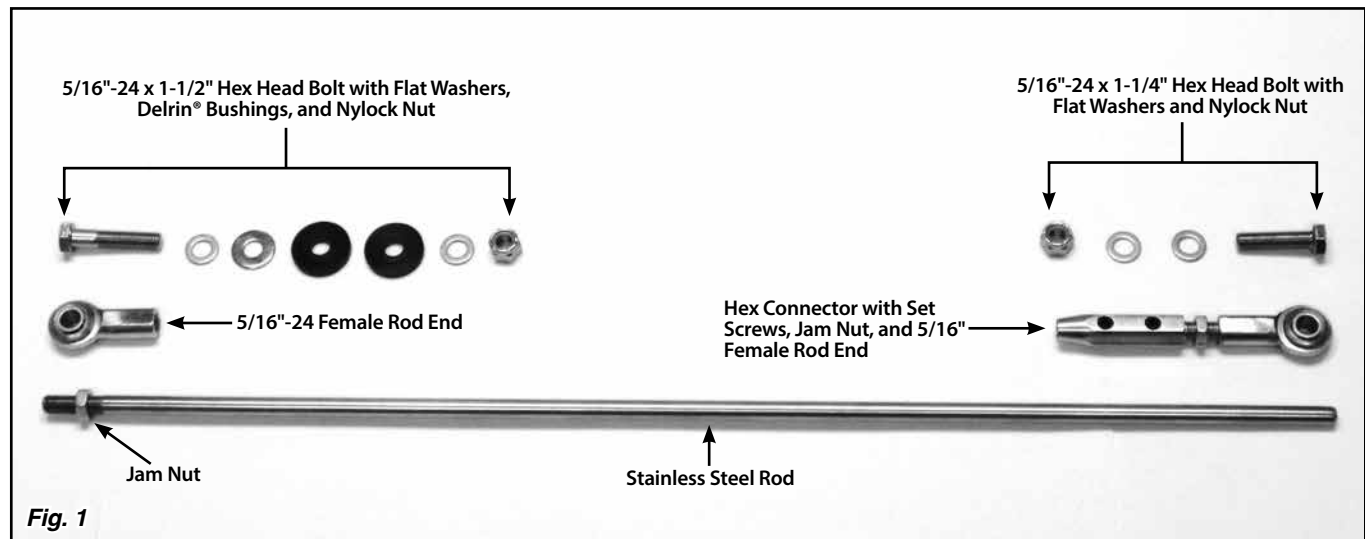


Fig. 1

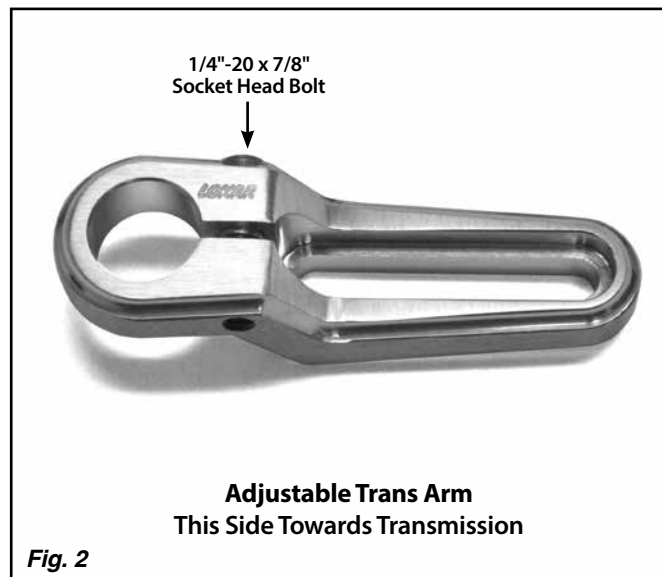


Fig. 2

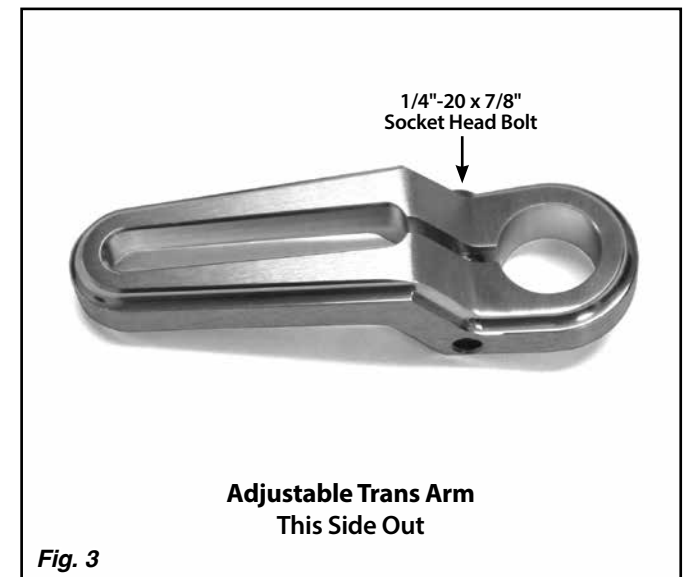


Fig. 3

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Step 3: The column shift arm could be one of several different designs, and the type of column shift arm you have will determine how the Delrin® bushings will be positioned. If the raised shoulder in the center of the provided Delrin® bushings will fit inside the hole in the column shift arm, the Delrin® bushings will be installed with the raised shoulders facing each other inside the column shift arm. If the raised shoulder in the center of the provided Delrin® bushings will **NOT** fit inside the hole in the column shift arm, the Delrin® bushings will be installed with the raised center shoulders facing outwards.

NOTE: Some aftermarket steering columns may require that you drill out the column shift arm to fit the bushings. The new hole dimension should be 0.625" (5/8").

Install a small flat washer onto the 5/16"-24 x 1-1/2" hex head bolt. Then, slide the bolt through the 5/16"-24 female rod end. Next, install the large diameter flat washer onto the bolt, and one Delrin® bushing facing the proper direction. Insert the bolt through the column shift arm, and install the other Delrin® bushing and small flat washer. Secure it all using the 5/16"-24 nylock nut as shown in **Fig. 4**.

NOTE: The items in **STEP 3** can be installed in reverse order if necessary for clearance or proper alignment.

Step 4: Thread the stainless steel rod into the rod end on the column shift arm, leaving about 1/4" of threads exposed beyond the jam nut.

Step 5: Check to make sure that nothing will interfere with connecting the stainless steel rod to the adjustable trans arm. If required, the stainless steel rod can be bent to clear other components, starting at the steering column end.

Step 6: Line up the transmission end of the stainless steel rod with the center of the slot in the adjustable trans arm, and mark the stainless steel rod at the center of the trans arm slot. Measure 1-3/4" back towards the column end from your mark, and cut the stainless steel rod at that point using a hack saw or cutoff wheel.

Step 7: Slide the hex connector with the second 5/16"-24 female rod end onto the end of the stainless steel rod. Attach the rod end to the adjustable trans arm with the 5/16"-24 x 1-1/4" hex head bolt, two flat washers, and nylock nut as shown in **Fig. 4**. Tighten the set screws in the hex connector using a 1/8" Allen wrench, but only enough to mark the stainless steel rod and hold the hex connector in place during the adjustment procedure.

Step 8: Adjust the Column Shift Linkage so that the shift lever will enable you to get the transmission into all gear ranges. Once you have the final adjustment done, tighten the jam nuts at both ends of the stainless steel rod. Use a 3/16" Allen wrench to tighten the 1/4"-20 x 7/8" socket head bolt on the adjustable trans arm to clamp it to the trans selector shaft.

Step 9: Disconnect the stainless steel rod from the hex connector and grind two small flat spots on the rod where each of the set screws contact it (this will help maintain the position of the rod). Apply thread locking compound (not supplied) to the set screws. Then, install and tighten them using a 1/8" Allen wrench.

