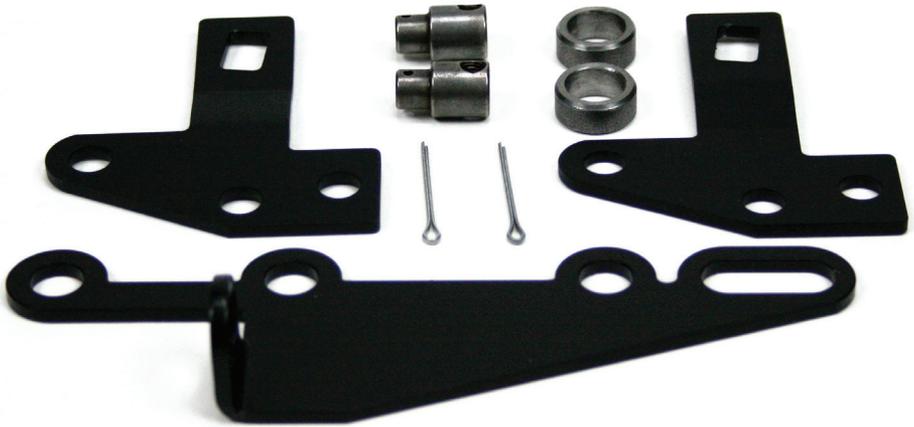


# Cable Shift Installation Instructions for: GM Column to GM Transmission



## GM Steering Column to:

350 Trans.....Pg1

400 Trans.....Pg5

700R4 & 4L60 Series Trans....Pg9



[www.ididitinc.com](http://www.ididitinc.com)

**ididit is...**

*Your Steering Column Specialist*

For #'s  
2801050010

ididit inc. 610 S. Maumee St. Tecumseh, MI 49286

PH: 517-424-0577 FAX: 517-424-7293

## GM Column to 350 Trans - Before installation please read:

**You will need at least 2” of clearance between the firewall and lower shift lever for this product to function correctly.**

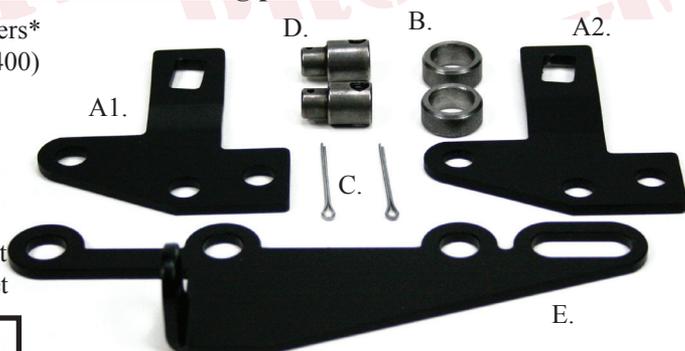
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**Kinked Cables:** Do not kink the cable anywhere along its length. If the cable has a kink it will lock up. The cable should be kept straight for 2” on each end where it leaves the brass. Either of the above could damage the cable, shifter, and/or transmission in one shift.

**Cable Adjustment:** If you do not adjust the cable correctly you could damage the cable, shifter and/or transmission. Put the trans in Low gear and the shifter in Low gear, set the swivel so it slides in and out of the correct hole freely. Then move the transmission and shifter to Park (all the way the other way). Rotate the cable swivel until it slips in and out of the hole freely. Now go back and forth between Park and Low gear and fine tune the adjustment. See instructions for further detail.

### Your kit should contain the following parts:

- A.) Transmission Levers\*  
(A1: 700R4 A2: 350/400)
- B.) Spacers
- C.) Cotter Pins
- D.) Swivels
- E.) Pan Bracket
- F.) Shift Cable
- G.) Two Piece Bracket
- H.) Horseshoe Bracket

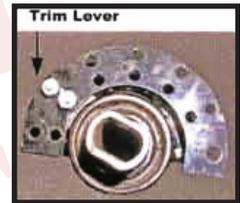
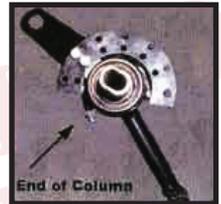
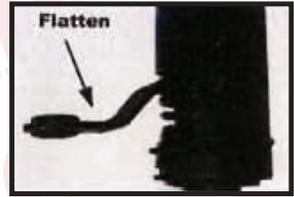


*\*The 700R4 transmission lever is labeled as 700 on the lever. The 350/400 lever is not labeled. A sure way you are using the right lever is when the levers are facing the same way (flat, rounded end towards your right) the 700R4 lever is beveled up and the 350/400 is beveled down.*

## Take the column out of your car:

You need at least 2" of clearance between the shift lever and the toe board or firewall at the bottom end of the column. **It is best if the column can come out of the car** so that some preliminary work can be done on a workbench.

1. **The shift lever at the bottom of the column needs to be flat** so that you can drill two holes and bolt it to the horseshoe bracket. If your shift lever is bent, you have to either straighten it or you will have to cut it out and weld on a new piece. Please use the same thickness as was used originally.
2. To install the horseshoe bracket, clamp the horseshoe piece to the shift lever with vise grips and drill two holes so that the single hole in the horseshoe is towards the driver's side. Make sure the single hole is 2" from the center of the steering column shaft to the center of the single 5/16" hole. The drilled holes need to be 1/4" for the hardware supplied.
3. Trim off the excess of the original shift lever to make it look nicer.
4. Take the horseshoe piece back off the column.



## Install the column back in your car:

5. Install the column back in the car. **Remember to secure it at the dash and the firewall.**
6. Put the column into the park position. Install the two piece bracket on the column toward the firewall side of the lower shift lever. Make sure that the hole that the cable passes through faces forward. Make it snug but do not tighten as you will most likely have to move it later.
7. Reinstall the horseshoe bracket. It can either go on the top side of the column or below, it is your choice. Check for any brake pedal interference.



8. The cable is the next piece that you are looking for. Notice that both ends are the same. We did that so that you could be right the first time. You will need to take the small nut and the rubber boots off so that you can get one large nut and washer off. Put the cable through the column bracket from the bottom side and reinstall the large nut, washer and boots. Try to center the nuts and washers on the available threads. This is important later.



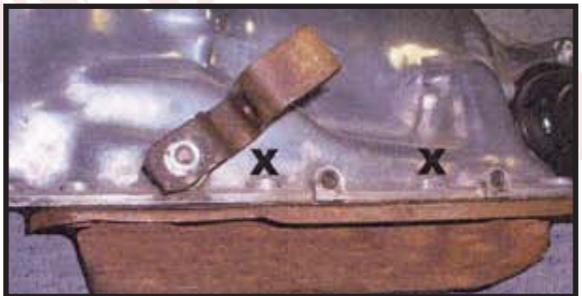
9. Push the cable down through its outer cover so that it will be as short as possible. **Put the column in Park.** Now, figure out where you want the bracket to be, 5 o'clock will probably be a good place. Install the swivel on the small thread and turn it until it is centered on the thread. Now, install the small nut and turn it until it bottoms out on the swivel. *Do not tighten yet.*

10. Rotate the bracket until the swivel drops into the 5/16" single hole 2" from the center of the main shaft. If the bracket hits something or is in a bad place, you can use another set of holes in the horseshoe bracket, move the swivel up or down its thread length, or move the cable on its length of threads. Always remember that the cable that moves must be pushed in all the way. Tighten the bracket, but not so much that it squeezes the delrin bushing in the bottom of the column. Doing so could make it hard to shift.



11. Route the cable towards the rear of the vehicle and then turn it in a nice U shape. Stay away from the exhaust pipes. If this cable gets too close, it will met and not work at all. *This is very important!*

12. Looking at the side of the transmission, remove the stock shift lever and the two pan bolts marked with x's. Save the nut and washer from the shift lever and the two pan bolts.



13. The two transmission pan bolts could be either Metric thread or American thread. You will need to purchase



two bolts 1/4" longer than the two that you removed. Spacers need to be placed between the bracket and the transmission pan with the two longer bolts holding it all together in the holes of the bracket as shown.

14. Install the transmission shift lever so that the squared end is closest to the front of the vehicle. Add the washer and the nut to hold it in place.



15. Take the small nut, two rubber boots and tone large nut and washer off the transmission end of the cable. Insert the cable into the bracket. Reinstall the large washer and nut and two boots. Rotate the shift lever clockwise to the park position. Now you are going to put the swivel onto the threaded end of the cable and turn it until it lines up with the middle hole of the shift lever. Install the cotter pin. If it needs more travel, loosen the large nuts and washers and move the cable forward or backward to gain more travel. Then retighten the large nuts and washers. Install the small nut and tighten.

16. Try to shift the column. You may experience a tight pattern, if so loosen the clamp around the column. This should allow the column to move easier. If not, check that cable is in alignment from the bracket to the lever.



## GM Column to 400 Trans - Before installation please read:

**You will need at least 2" of clearance between the firewall and lower shift lever for this product to function correctly.**

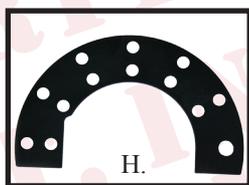
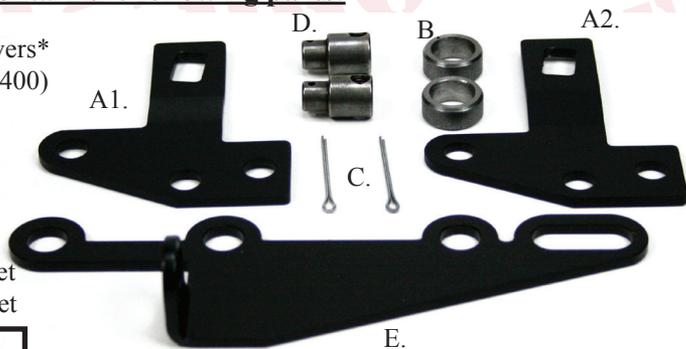
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**Cable Adjustment:** If you do not adjust the cable correctly you could damage the cable, shifter and/or transmission. Put the trans in Low gear and the shifter in Low gear, set the swivel so it slides in and out of the correct hole freely. Then move the transmission and shifter to Park (all the way the other way). Rotate the cable swivel until it slips in and out of the hole freely. Now go back and forth between Park and Low gear and fine tune the adjustment. See instructions for further detail.

**Note: You will need to purchase 2 Transmission Pan Bolts 1/4" Longer**  
**Your kit should contain the following parts:**

- A.) Transmission Levers\*  
(A1: 700R4 A2: 350/400)
- B.) Spacers
- C.) Cotter Pins
- D.) Swivels
- E.) Pan Bracket
- F.) Shift Cable
- G.) Two Piece Bracket
- H.) Horseshoe Bracket

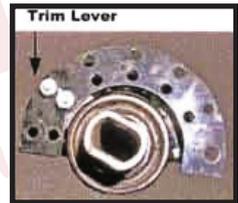
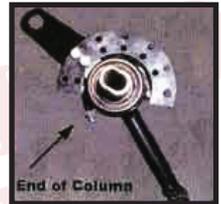
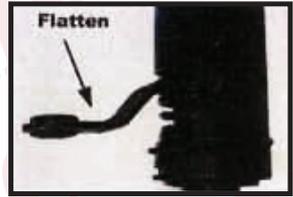


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3. Trim off the excess of the original shift lever to make it look nicer.
4. Take the horseshoe piece back off the column.



## Install the column back in your car:

5. Install the column back in the car. **Remember to secure it at the dash and the firewall.**
6. Put the column into the park position. Install the two piece bracket on the column toward the firewall side of the lower shift lever. Make sure that the hole that the cable passes through is on the front (towards the front of the car). Make it snug, but do not tighten as you will most likely have to move it later.
7. Reinstall the horseshoe bracket. It can either go on the top side of the column or below, it is your choice. Check for any brake pedal interference.

8. The cable is the next piece that you are looking for. Notice that both ends are the same. We did that so that you could be right the first time. You will need to take the small nut and the rubber boots off so that you can get one large nut and washer off. Put the cable through the column bracket from the bottom side and reinstall the large nut, washer and boots. Try to center the nuts and washers on the available threads. This is important later.



9. Push the cable down through its outer cover so that it will be as short as possible. **Put the column in Park.** Now, figure out where you want the bracket to be, 5 o'clock will probably be a good place. Install the swivel on the small thread and turn it until it is centered on the thread. Now, install the small nut and turn it until it bottoms out on the swivel. Do not tighten yet.

10. Rotate the bracket until the swivel drops into the 5/16" single hole 2" from the center of the main shaft. If the bracket hits something or is in a bad place, you can use another set of holes in the horseshoe bracket, move the swivel up or down its thread length, or move the cable on its length of threads. Always remember that the cable that moves must be pushed in all the way. Tighten the bracket, but not so much that it squeezes the delrin bushing in the bottom of the column. Doing so could make it hard to shift.



11. Route the cable towards the rear of the vehicle and then turn it in a nice U shape. Stay away from the exhaust pipes. If this cable gets too close, it will met and not work at all. *This is very important!*

12. Looking at the side of the transmission, remove the stock shift lever and the two pan bolts marked with x's. Save the nut and washer from the shift lever and the two pan bolts.



13. The two transmission pan bolts could be either Metric thread or American thread. You will need to purchase two bolts 1/4" longer than the two that you removed. Spacers need to be placed between the bracket and the transmission pan with the two longer bolts holding it all together in the holes of the bracket as shown.



14. Install the transmission shift lever so that the squared end is closest to the front of the vehicle. Add the washer and the nut to hold it in place.



15. Take the small nut, two rubber boots and one large nut and washer off the transmission end of the cable. Insert the cable into the bracket. Reinstall the large washer and nut and two boots. Rotate the shift lever clockwise to the park position. Now you are going to put the swivel onto the threaded end of the cable and turn it until it lines up with the middle hole of the shift lever. Install the cotter pin. If it needs more travel, loosen the large nuts and washers and move the cable forward or backward to gain more travel. Then retighten the large nuts and washers. Install the small nut and tighten.

16. Try to shift the column. You may experience a tight pattern, if so loosen the clamp around the column. This should allow the column to move easier. If not, check that cable is in alignment from the bracket to the lever.



## GM Column to 700R4 Trans - Before installation please read:

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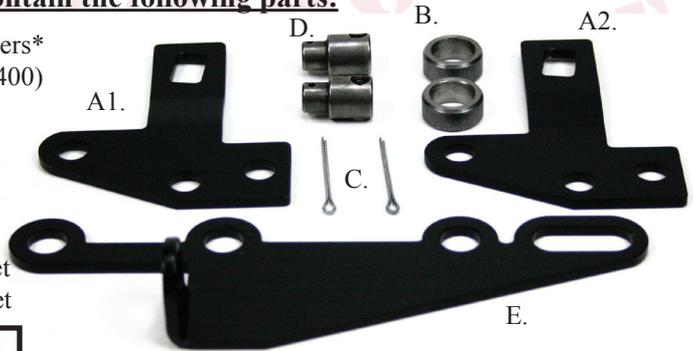
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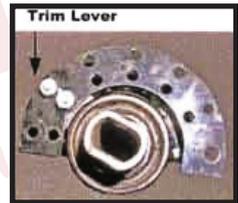
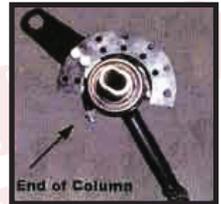
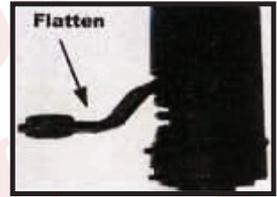
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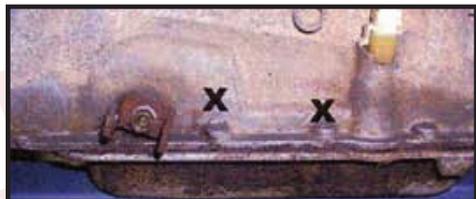
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**If you are having problems with your installation  
please contact us at:**

**PH: (517) 424-0577 or email: [tech@ididitinc.com](mailto:tech@ididitinc.com)**

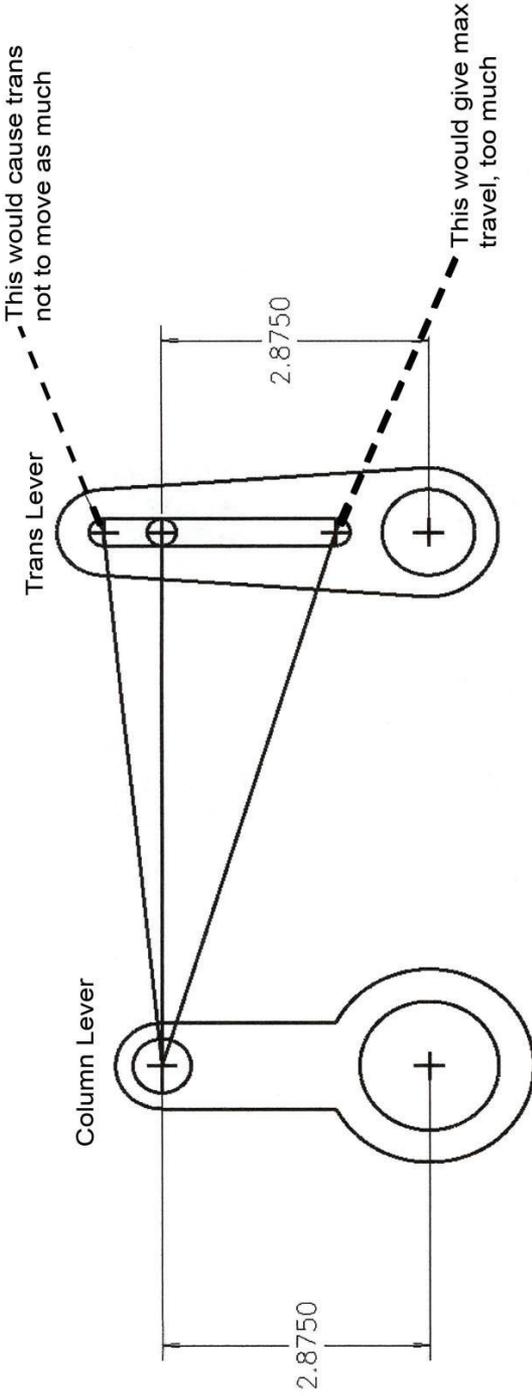
**M-F 8:30a-5:30p EST**

**Sat. 10:00a-2:00p**



**[www.ididitinc.com](http://www.ididitinc.com)**

# Proper Alignment of Shift Lever



We recommend equal distance

**Note: If trying to make a 3-Speed Column Shift a 4-Speed Trans, go shorter at the trans  
If trying to make a 4-Speed Column Shift a 3-Speed Trans, go longer at the trans**

## Think you may have forgotten something?

Here's what you may have missed:

**Add Ons:** *(Add Ons should be installed on the column prior to shipment)*

- Cruise Control:** Carbureted Engine or Fuel Injected Engine?
- Dimmer or Wiper:** Dimmer/Wiper Kits will replace the original knobs and levers that come standard on an ididit column. This is a replacement lever with a push button at the end of the knob. The Dimmer/Wiper kit when pushed is either On or Off. Includes relay kit.

### **Accessories:**

**Steering Wheel:** We cannot recommend any brand of wheel because there are so many to choose from. If you are having a hard time figuring out if a wheel you had purchased will work with an adaptor or an ididit column, simply give us a call.

**Steering Wheel Adaptor:** Unless using original 1969 & Up Steering Wheel you will need an adaptor. The adaptor may depend on the wheel. ididit recommends purchasing the Steering Wheel prior to purchasing the adaptor. 3, 5, 6 or 9-Bolt Adaptors are Available with finishes of Chrome, Black Powder Coated, Brushed or Polished Aluminum. The adaptors are available with or without Horn Buttons.

**Under dash Mount** *(A.K.A. Column Drop):* A solid under dash mount is very necessary when installing your steering column. ididit offers several variations of under dash mounts for Floor Shift & Column Shift Columns. When measuring for your column drop, measure from the center of the column to the dash (see diagram).

**Floor Mount:** Like the under dash mount this piece is very necessary when installing your steering column safely. ididit offers a Classic Floor Mount, Swivel Ball Floor Mount, Adjustable Floor Mount with or without a trim piece. Available for any ididit Steering Column.

**Shift Indicator:** Shift indicators available are 3 or 4-speed transmissions. ididit also carries shift indicators for Ford AOD & AODE transmissions. The indicators are acrylic and can be ordered with or without the housing. The housing finishes include: Chrome, Black Powder Coated, Brushed or Polished Aluminum.

**Accessory Knobs for Levers or Dash:** Deco or Retro knobs are available to replace the standard knobs that come standard on the column or if you plan on matching those knobs to your dash knobs. Deco knobs are only available in Polished Aluminum. Standard and Retro Knobs are available in Chrome, Black Powder Coated, Brushed or Polished Aluminum.

*No part of this guide may be reprinted, reproduced or utilized in any form without the express written permission of ididit, inc.*

**ididit, inc.** 610 S. Maumee St., Tecumseh, MI 49286  
(517) 424-0577 • (517) 424-7293 fax

[www.ididitinc.com](http://www.ididitinc.com)