

Cable Shift Installation Instructions for: ididit Column to Ford AOD Trans



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Your Steering Column Specialist

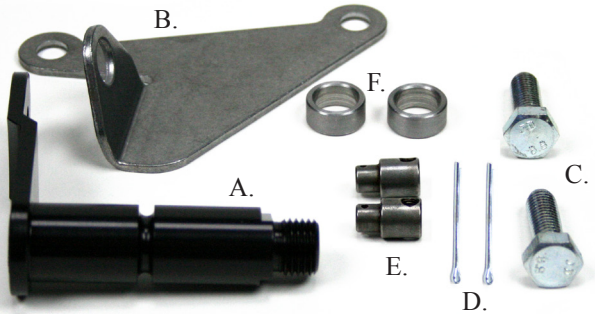
For #'s
2801500010 & 2802500010

ididit inc. 610 S. Maumee St. Tecumseh, MI 49286
PH: 517-424-0577 FAX: 517-424-7293

Ididit Column to Ford AOD

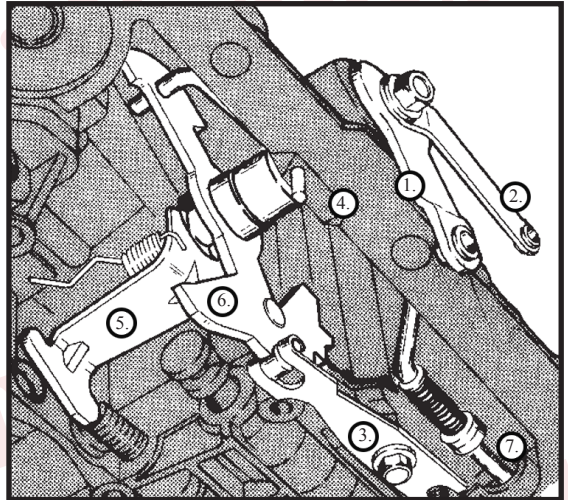
Your kit should contain the following parts:

- A.) Transmission Lever
- B.) Cable Bracket
- C.) Transmission Pan Bolts
- D.) Cotter Pins
- E.) Swivels
- F.) Spacers
- H.) Shift Cable
- I.) One Piece Bracket



Legend

- 1. Shift Lever
- 2. Throttle Lever
- 3. Detent Spring
- 4. Shift Lever Retaining Pin
- 5. Inner Throttle Lever
- 6. Inner Shift Lever
- 7. Park Operating Rod



See Installation Warnings on Page 5!!!

1. Jack the car up to a convenient working height and place jack stands under the frame. Never work under a car that is supported only by a jack and always use jack stands or other supports. We also recommend that while using jackstands that you should place blocks behind your vehicles tires.
2. Place a drain pan under the transmission. Starting at the rear of the pan working towards the front loosen the pan bolts and allow the fluid to drain. Remove the pan and gasket. Scrape the remaining gasket material off the oil pan and the transmission case.
3. Disconnect the shift linkage from the transmission shift lever (1). Remove the 13mm nut that secures the throttle linkage lever (2) and remove the arm from the transmission. Let the arm hang loose on the linkage.

4. Remove the oil filter from the valve body. Remove the detent spring attaching the bolt and spring (4).



5. Use a pair of diagonal cutters to remove the shift lever retaining pin (5) from the case. Loosen the 20mm nut on the inner end of the shift lever and slide the lever out. Leave the throttle lever shaft and inner lever (6) in place.

6. Slide the new shift lever into the case over the throttle lever shaft. The arm should be pointed downwards. Engage the new shift lever (1) with the inner shift lever (7) and install the nut.



Install the shift lever retaining pin back into its hole in the case and tap it in. Tighten the nut. Check to see that the inner throttle lever (6) is properly located and that the spring is in place. Check that the Park operating rod (8) is in place.

7. Install the throttle lever (2) onto its shaft and tighten the nut. Be sure the linkage is in its original position. Install the detent spring and its bolt (4).



Check that the throttle lever (2) moves freely and that it pushes in the throttle valve on the valve body. Check that the shift lever (1) moves through all of its positions and the Park operating rod (8) moves with it.



8. Replace the oil filter (3). We recommend that you use a new filter unless the vehicle has very low mileage. Replace the oil pan gasket with a new gasket. Reinstall the original bolts except for the two that secure the cable bracket. The cable bracket (9) is installed with the supplied longer bolts with spacers (10) between the bracket and the flange on the pan. Tighten the oil pan bolts to 12-16 ft lbs.
9. Fill the transmission with 5 quarts of transmission fluid.

10. Remove the two rubber boots (11), one large nut and large lock washer (12) from the threaded end of the shifter cable. Route the cable to the transmission. Avoid sharp bends and route the cable away from the hot engine exhaust parts. Cable may be secure up and out of the way with nylon cable ties. Slide the end of the cable into the cable bracket; install the lock washer and large nut (12) over the end of the cable. Position the cable so the threaded portion of the cable housing is centered in the cable bracket. Tighten both large nuts to hold the cable in this position. Install the two rubber boots (11) onto the end of the cable.



11. Move the transmission shift lever (1) all of the way forward to the Park position. Install the swivel (13) onto the end of the cable and adjust until the small end of the swivel will slide freely in and out of the shift lever. Move the shifter through all the gear positions and check that the swivel will move freely in and out of the shift lever in each gear position. **Note:** Swivel may have to be adjusted one turn in either direction. Install the cotter pin supplied with the kit into the swivel and spread the pins ends. Move the transmission selector back into the Park position.



12. Remove the 4 screws from the shift lever at the bottom of the steering column and set the screws and lever safely aside.



13. Take the cable bracket and loosen the nut and bolt so that the clamp will loosen a little. Put the clamp on the column with the small end at appx. 5 o'clock looking at the column from the front of the vehicle. (Actually, anywhere would work because the clamp is indexable). The hole on the small end of the clamp should face the front of the vehicle. DO NOT tighten yet!



14. The gearshift lever will need a hole drilled exactly $1 \frac{29}{32}$ " or 1.906" from the center of the large hole towards the linkage hold, in the center of the shift lever arm. The hole should be $\frac{5}{16}$ " or .312 in diameter, no larger.

15. If your designer eye tells you that you want to cut off the access of the shift arm that is fine. Take a look at the diagram to the right to see how we did this.



16. You will need to take the small nut and rubber boots off so that you can get one large nut and washer off. Put the cable through the bracket from the bottom side of the bracket and reinstall the large nut, washer and boots. Try to center the nuts and washers on the available threads. This is important later.

17. 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's centered on the thread. Now, install the small nut and turn it until it bottoms out on the swivel. DO NOT tighten yet!

18. Reinstall the shift lever as close to the swivel as possible. Now, you could turn the bracket or loosen the large nut and adjust so the swivel goes into the 5/16" hole that you drilled in the shift arm. Insert the cotter pin in swivel, tighten large nut and bolt on bracket. Do not tighten so much that it squeezes the delrin bushing in the bottom of the column. This could make it hard to shift. Remember, the cable has to be pushed down completely.



19. Try to shift the column. You may experience a tight pattern, if so; slightly loosen the bracket around the column. This should allow the column to move easier. If not, check that the cable is in alignment from the bracket to the lever. Remember to check the transmission fluid levels and add more fluid if necessary.

Warnings!!! Please read!!!

Melted Cables: If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

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 bracket. 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 transmission 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.

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.

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

PH: (517) 424-0577 or email: tech@ididitinc.com

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

Sat. 10:00a-2:00p



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