

Cable Shift Installation Instructions for: Ford Column to Ford AOD Transmission



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For #'s
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Your kit should contain the following parts: A. 9

- A9.) Cable Bracket
- B.) Transmission Lever
- C.) Spacers
- D.) Transmission Pan Bolts
- E.) Swivels
- F.) Cotter Pins
- G.) Shift Cable
- H.) Two Piece Bracket
- I.) Horseshoe Bracket



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. This transmission uses all Metric fasteners.

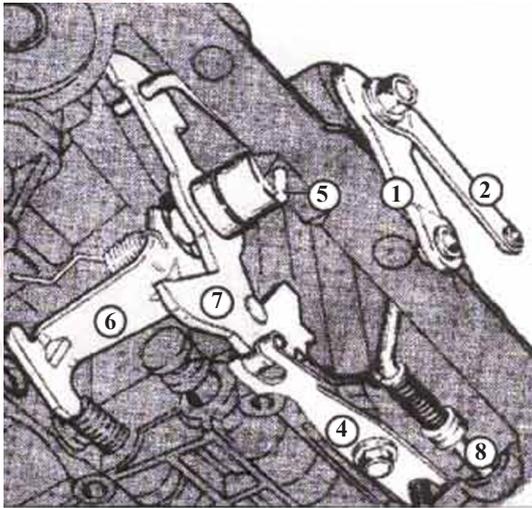
Melted Cables: If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

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 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.

Before you begin you will need to purchase the following:

- 1 Transmission Oil Pan Gasket**
- 6 Quarts of Transmission Fluid**



Legend:

Numbers 1-8 are on this diagram

- 1.) Shift Lever
- 2.) Throttle Lever
- 3.) Oil Filter (*Not pictured*)
- 4.) Detent Spring
- 5.) Shift Lever Retaining Pin
- 6.) Inner Throttle Lever
- 7.) Inner Shift Lever
- 8.) Park Operating Rod

Numbers 9-12 are on Page 1

- 9.) Cable Bracket
- 10.) Spacer
- 11.) Cable Boots
- 12.) Cable Nut & Lock Washer

1. Jack the car up to a convenient working height and place jack stands under the frame. Never work under a car that is only supported by a jack, always use jack stands or other supports.
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 then 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 hold 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. 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 its positions and the park operating rod (8) moves with it.



8. Replace the oil filter. 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 12-16ft-lbs

9. Fill the transmission with 6 quarts of transmission fluid.

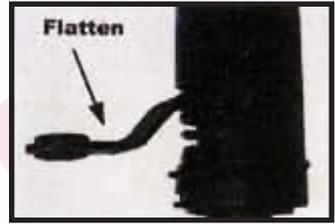


10. Remove the two rubber boots (11), one large nut and a large lock washer (12) from the threaded end of the shifter cable. Route the cable to the transmission. Avoid sharp bends and route the cable away from the hot engine exhaust parts. The cable may be secured up and out of the way with nylon cable 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.

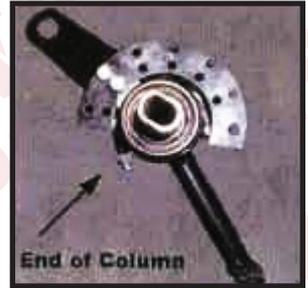


11. Move the transmission shift lever (1) all of the way forward to the Park position. Install the swivel (13) onto the end of the cable and adjust until the small end of the swivel will slide freely in and out of the shift lever. Move the shifter through all the gear positions and check that the swivel 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 cotter key supplied with the kit into swivel and spread key ends. Move the transmission selector back to the park position.
12. 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 the workbench.

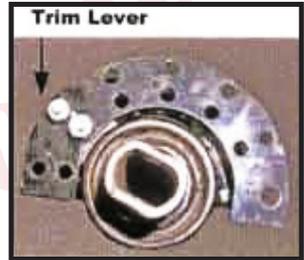
13. The shift lever at the bottom of the column needs to be flat so that you can drill two holes and bolt it to the horseshoe bracket. If your shift lever is bent you have to either straighten it or you will have to cut it off and weld on a new piece. Please use the same thickness as was used originally.



14. To install the horseshoe bracket, clamp the horseshoe piece to the shift lever with vise grips and drill two 1/4" diameter holes in the shift lever. The single hole in the horseshoe should be 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.



15. Trim off the excess of the original shift lever to make it look nicer.



16. Take the horseshoe piece back off of the column and install the column in the car. Remember to secure it at the dash and the firewall!

17. 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.



18. 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.

19. 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 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.



20. 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.

21. Route 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. Install the cotter pin in the swivel. Always remember that the cable that moves must be pushed all the way. Tighten the bracket onto the tube.



**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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