

# Cable Shift Installation Instructions for: Ford Column to C-4 Transmission



**ididit is...**

*Your Steering Column Specialist*

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

- A.) Pan Bracket
- B.) Transmission Lever
- C.) Transmission Lever Bolt & Nut
- D.) Swivels
- E.) Cotter Pin
- F.) Shift Cable
- G.) Two Piece Bracket
- H.) 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.

1. 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.

2. 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.

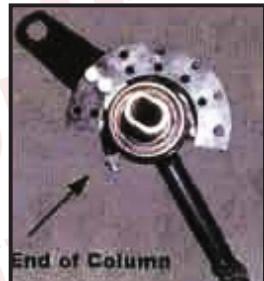
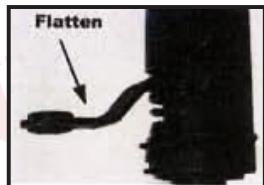
3. To install the horseshoe bracket, clamp the horseshoe piece to the shift lever with vise grips and drill two holes so that the single hole in the horseshoe is towards the driver's side. Make sure the single hole is 2" from the center of the steering column shaft to the center of the single 5/16" hole. The drilled holes need to be 1/4" from the hardware supplied.



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

5. Take the horseshoe piece back off the column and install the column in the car. Remember to secure it at the dash and 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 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 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.

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 onto the tube.

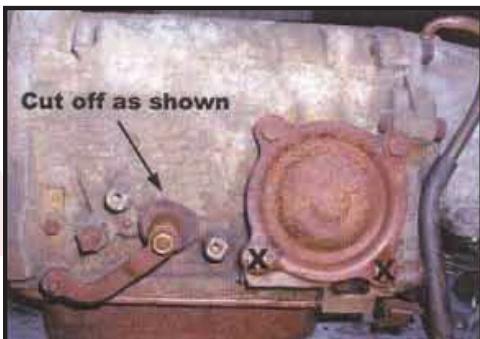


11. Route the cable towards the rear of the vehicle and then turn it in a nice U shape. Stay away from exhaust pipes! If this cable gets too close, it will melt and not work at all. This is a very important step.



12. On the C-4 transmission you must cut off the original shift lever on the transmission.

**Note:** Once you cut the old shift lever off, there is no turning back! Remove the two side cover bolts marked with X's. Also remove the nut and washer from the kick down lever and then remove the kick down lever itself.



13. Make sure that the transmission is in Park. Install the transmission shift lever using the nut and bolt supplied. Now install the kick down lever with the original nut and washer as shown above. Install the cable bracket and the two bolts as shown.



14. 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 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.



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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



# 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.

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