



Cable Shift Linkage Kit

INSTALLATION INSTRUCTIONS

Ford column to Ford AOD Trans

FOR PART NUMBER'S: 2802550010



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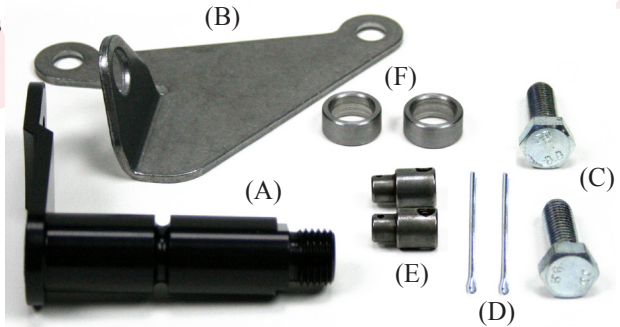
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Instruction # 8000010150 REV 08/15

Ford Column to AOD Transmission

Your kit should contain the following parts:

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

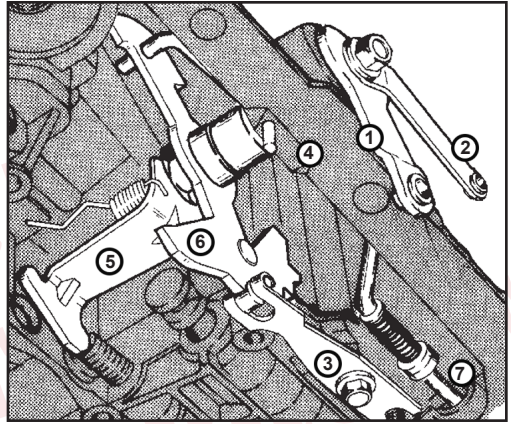
Melted Cables: If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

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.

Legend

1. Transmission 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



1. Remove the pan and disconnect the old shift linkage from the transmission shift lever. (1)
2. 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.

3. Remove the oil filter from the valve body. Remove the detent spring by removing the one bolt that holds it in place. (4)



4. Using a pair of diagonal cutters, remove the shift lever retaining pin (5) from the case. DO NOT CUT THE PIN. 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.

5. 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 (6) 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 (5) is properly

located and that the spring is in place. Check that the Park operating rod (7) is in place.



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



tighten the 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 its positions and the park operating rod (7) moves with it.

7. 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 is installed with the supplied longer bolts with spacers between the bracket and the flange on the pan. Tighten the oil pan bolts to 12-16ft-lbs



8. Fill the transmission with the proper amount of transmission fluid.

9. Remove the two rubber boots, one large nut and a large lock washer 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 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 onto the end of the cable.



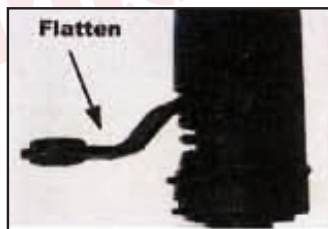
10. Move the transmission shift lever (1) all of the way forward to the Park position. Install the swivel onto the end of the cable and adjust until the small end of the swivel will slide freely in and out of the shift lever. Move the shifter through all the gear



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 pin supplied with the kit into swivel and spread the pins ends. Move the transmission selector back into the park position.

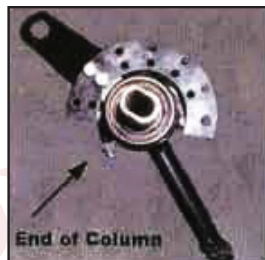
11. You need at least 2" of clearance between the shift lever and the toe board or firewall at the bottom end of the column. It is best if the column can come out of the car so that some preliminary work can be done on the workbench.

12. The shift lever located at the bottom of the column needs to be flat so that you will be able drill two holes and bolt the horseshoe bracket to it. If your shift lever is bent, you will need to either straighten it or cut it out and weld a new piece on. It is important to use the same thickness as was used originally.



13. To install, clamp the horseshoe bracket to the shift lever using vise grips. Drill two holes so that the single hole in the horseshoe is positioned 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" in order to fit the supplied hardware.



14. To make it look nicer, you can trim off the excess on the original shift lever.

15. Take the horseshoe piece back off the column and re-install the column back in the car. Remember to secure the column at the dash and the firewall.



16. 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 will pass through faces forward. Make it snug but do not tighten completely as you may have to move it later.

17. 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.



18. The next step will be to install the cable. You will notice that both ends are the same. In order to get one large nut and washer off the shift cable, you will need to take the small nut and rubber boots off. Insert the cable through 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. *You will see why this is important in a later step.*



19. 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!



20. 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. Install the cotter pin in the swivel. 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.



21. 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.

Need Further Assistance?

ididit has been serving the rodding community since 1986 and we take pride in our outstanding customer service. If you need further assistance, feel free to call us at (517) 424-0577 during our normal business hours. You can also email us at tech@ididit.com. Go to www.ididitinc.com/contact-us for hours of operation.

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