



# Cable Shift Linkage Kit

## INSTALLATION INSTRUCTIONS

### GM column to GM Trans

FOR PART NUMBER'S: 2801050010

- GM Column to 350 Trans.....Pg 1-4
- GM Column to 400 Trans.....Pg 5-8
- GM Column to 700R4 & 4L60 Series Trans.....Pg 9-12



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# GM Column to 350 Transmission

## Your kit should contain the following parts:

A) Transmission Lever (*Please Note: There are 2 levers included in the kit, the 350 lever is the lever that is not labeled.*)

B) Pan Bracket

C) Spacers

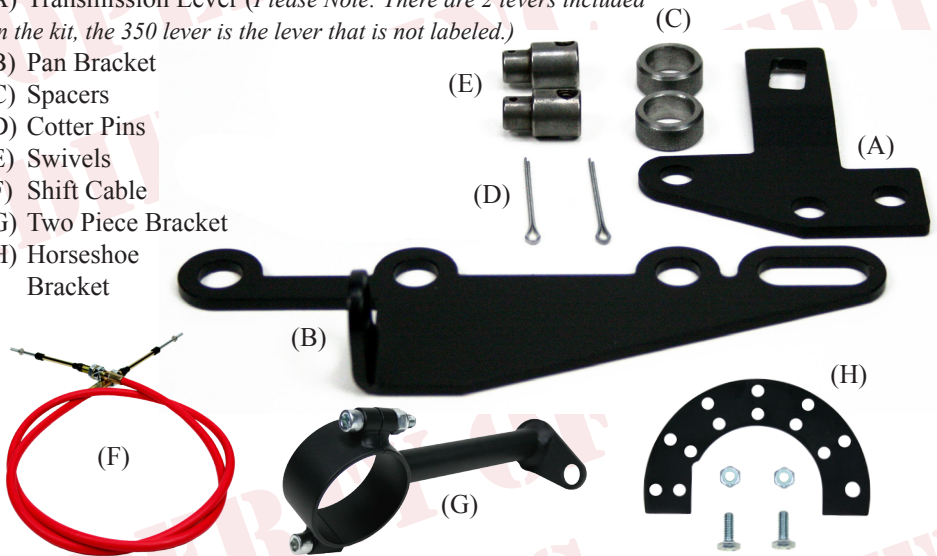
D) Cotter Pins

E) Swivels

F) Shift Cable

G) Two Piece Bracket

H) Horseshoe Bracket



*2 Transmission pan bolts are required. They will need to be 1/4" longer than the stock bolts. You will need to purchase these after determining whether you need Metric or American.*

## 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.**

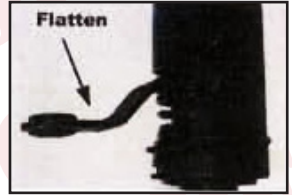
**Melted Cables:** If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

**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.

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.

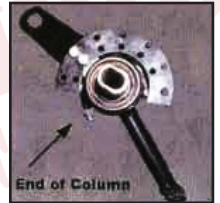
1. The shift lever located at the bottom of the column needs to be flat so that you will be able to drill two holes and bolt the horseshoe bracket to it. If your shift lever is bent, you will need to either straighten it or cut it out and weld a new piece on. It is important to use the same thickness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



2. 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.



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



4. 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.



5. 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.



6. 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.



7. 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.*



8. 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!

9. 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.



10. 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 melt and not work at all. *This is very important!*

11. 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.



12. 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.



13. 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.

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 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.



15. 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 Transmission

## Your kit should contain the following parts:

A) Transmission Lever (*Please Note: There are 2 levers included in the kit, the 400 lever is the lever that is not labeled.*)

B) Pan Bracket

C) Spacers

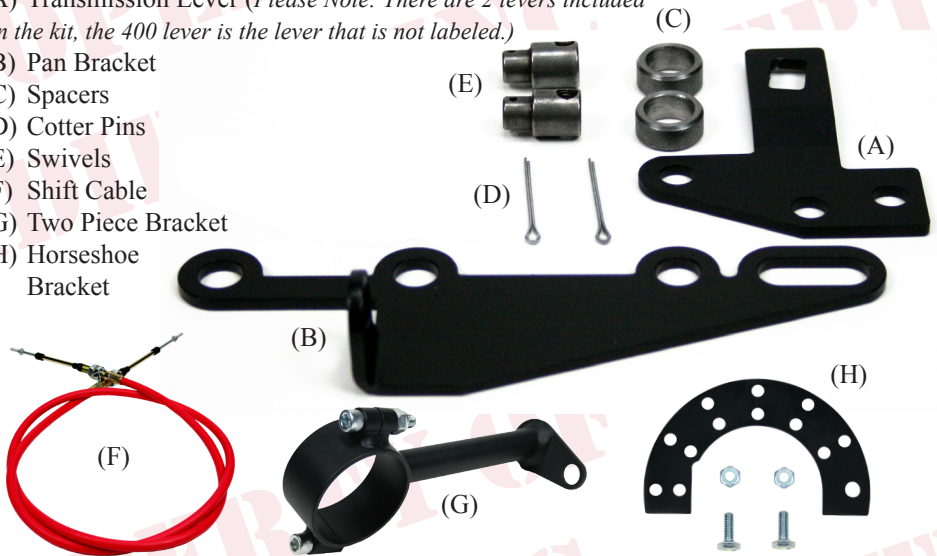
D) Cotter Pins

E) Swivels

F) Shift Cable

G) Two Piece Bracket

H) Horseshoe Bracket



*2 Transmission pan bolts are required. They will need to be 1/4" longer than the stock bolts. You will need to purchase these after determining whether you need Metric or American.*

## 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.**

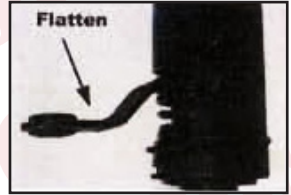
**Melted Cables:** If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

**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.

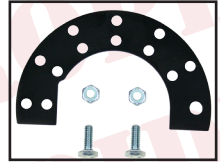
**Cable Adjustment:** If you do not adjust the cable correctly you could damage the cable, shifter and/or transmission. Put the trans in Low gear and the shifter in Low gear, set the swivel so it slides in and out of the correct hole freely. Then move the transmission and shifter to Park (all the way 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.

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.

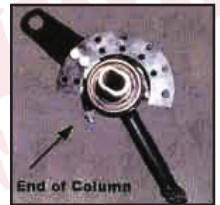
1. The shift lever located at the bottom of the column needs to be flat so that you will be able to drill two holes and bolt the horseshoe bracket to it. If your shift lever is bent, you will need to either straighten it or cut it out and weld a new piece on. It is important to use the same thickness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



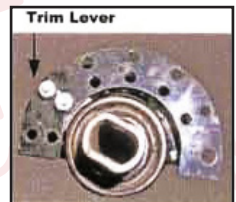
2. To install, clamp the horseshoe bracket to the shift lever using vise grips. Drill two holes so that the single hole in the horseshoe is positioned towards the driver's side. Make sure the single hole is 2" from the center of the steering column shaft to the center of the single 5/16" hole. The drilled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



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



4. 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.



5. 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.



6. 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.



7. 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.*



8. 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!

9. 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.



10. 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 melt and not work at all. *This is very important!*

11. 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.



12. 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.



13. 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.

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 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.

15. 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 Transmission

## Your kit should contain the following parts:

A) Transmission Lever (*Please Note: There are 2 levers included in the kit, the 700R4 lever is the lever that is labeled 700.*)

B) Pan Bracket

C) Spacers

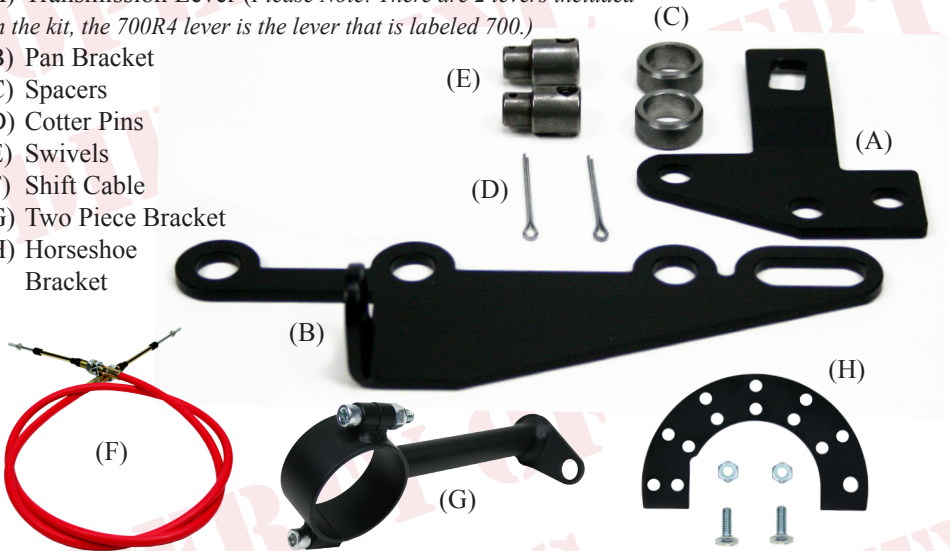
D) Cotter Pins

E) Swivels

F) Shift Cable

G) Two Piece Bracket

H) Horseshoe Bracket



*2 Transmission pan bolts are required. They will need to be 1/4" longer than the stock bolts. You will need to purchase these after determining whether you need Metric or American.*

## 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.**

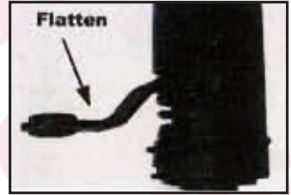
**Melted Cables:** If your cable is too close to your exhaust it will melt or become brittle. If this is the case you will need to make a heat shield. Do not wrap the cable as this retains heat. Heat will destroy the cable.

**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.

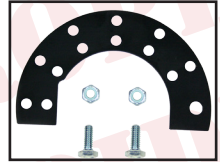
**Cable Adjustment:** If you do not adjust the cable correctly you could damage the cable, shifter and/or transmission. Put the trans in Low gear and the shifter in Low gear, set the swivel so it slides in and out of the correct hole freely. Then move the transmission and shifter to Park (all the way 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.

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.

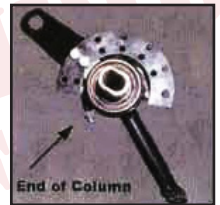
1. The shift lever located at the bottom of the column needs to be flat so that you will be able to drill two holes and bolt the horseshoe bracket to it. If your shift lever is bent, you will need to either straighten it or cut it out and weld a new piece on. It is important to use the same thickness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



2. 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.



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



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



5. 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.



6. 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.



7. 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.*



8. 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!

9. 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.



10. 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 melt and not work at all. *This is very important!*

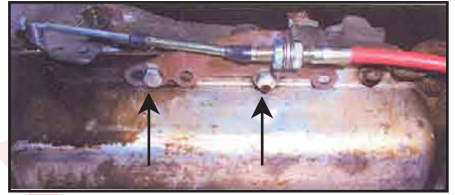
11. Looking at the side of the transmission, remove the stock shift lever and the two pan bolts marked with x's. Save the nut and washer from the shift lever and the two pan bolts.



12. 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.

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



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 forward 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.

15. 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.



**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](mailto:tech@ididit.com). Go to [www.ididitinc.com/contact-us](http://www.ididitinc.com/contact-us) for hours of operation.

**Need A Visual?**

Go to [www.ididitinc.com/videos](http://www.ididitinc.com/videos) to watch installation videos, tech tips & more!

**NOTES:**

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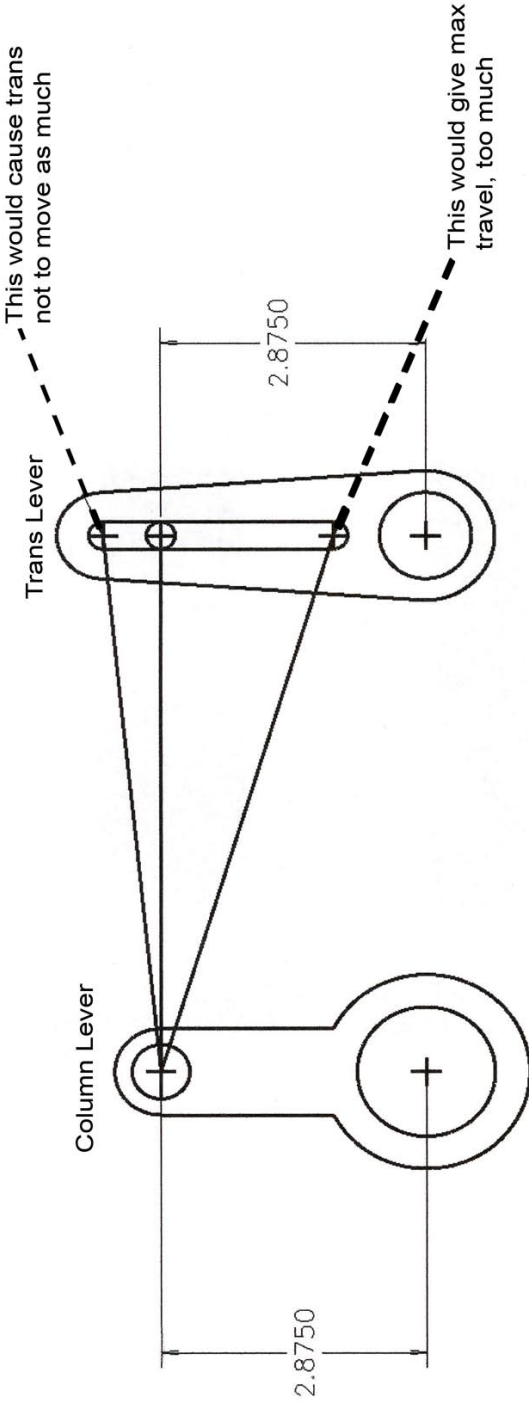


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# Proper Alignment of Shift Lever



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**

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