



# Cable Shift Linkage Kit

## INSTALLATION INSTRUCTIONS

**Ford column to Ford 4R70W/AODE Trans**

FOR PART NUMBER'S: 2802650010



**[www.ididitinc.com](http://www.ididitinc.com)**

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Instruction # 8000010149 REV 08/15

# Ford Column to Ford 4R70W/AODE

## Your kit contains the following parts:

- A) Cable Bracket
- B) M8 Bolt x2
- C) Spacer x2
- D) M10 Washer
- E) M10 Bolt
- F) Cable Swivel x2
- G) Cotter Pin x2
- H) Selector Shaft
- I) Selector Lever
- J) Shift Cable
- K) Two Piece Bracket
- L) Horseshoe Bracket



*Please Note: Some applications had a one piece selector lever & shaft while other years were separate parts. If your's is a two piece assembly with a 10 mm bolt holding the lever in place, today's your lucky day and you can simply skip forward to step #12. If you have a one piece design please follow all of the following instructions.*

## 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.

1. Drain the transmission fluid.
2. Disconnect the old shift linkage from the transmission shift lever.



Figure 1

3. Remove the two bolts that hold the Neutral Position Sensor in place then remove the Neutral Position Sensor. **Note:** on some applications, the Neutral Position Sensor will be rotated 180 degrees by design. The kit is designed to adapt to both versions. The sensor should be re-installed in the same orientation as removed. (Figure 1)



Figure 2



Figure 3

4. Remove the transmission pan and then remove the oil filter from the valve body. (Figure 2) Remove the detent spring by removing the one bolt that holds it in place. (Figure 3)



Figure 4



Figure 5

5. Using a pair of diagonal cutters, remove the selector shaft/lever retaining pin (Figure 4) from the case. DO NOT CUT THE PIN. Remove the 21 mm nut on the inner end of the shaft and slide the lever out. (Figure 5) Remove the selector shaft from the case. (Figure 6)

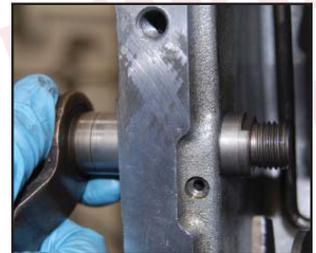


Figure 6

6. Slide the new selector shaft into the case over the throttle lever shaft. Engage the

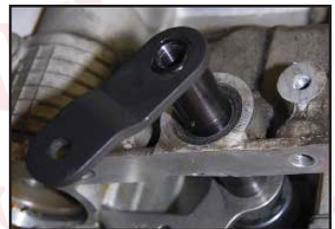


Figure 7

new shaft with the inner shift lever and install the nut. Use the selector lever to visualize the position of the selector shaft. When the inner shift lever is in the park position, the selector lever should be pointed downwards and to the left (Figure 7)



Figure 8



Figure 9

7. Install the selector lever retaining pin back into its hole in the case and tap it in using your plastic mallet. (Figure 8) DO NOT HAMMER THE PIN ALL THE WAY INTO THE CASE! The pin should stick out from the case approximately 1/4" for future removal.

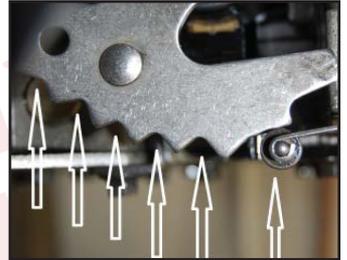


Figure 10

8. Reinstall the detent spring and tighten the bolt (Figure 9).

9. Check and verify that the inner lever moves freely through every position. (Figure 10)



Figure 11

10. 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 12-16 ft lbs. (Figure 11)



Figure 12

11. With the selector shaft in the neutral position, install the Neutral Position Sensor. (Use the selector lever to rotate the selector shaft to the neutral position) **Note:** replace the Neutral Position Sensor



Figure 13

in the same orientation as found before removal. Align the sensor to the neutral position before tightening the two 8 mm bolts. (Figure 12)

12. Secure the selector lever onto the selector shaft using the M10 bolt & M10 washer. (Figure 13)

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

14. Remove the two rubber boots, one large nut and large lock washer from the threaded end of the shifter cable. (Figure 14)



Figure 14

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 back onto the end of the cable. (Figure 15)



Figure 15

15. Move the transmission selector lever all the way forward to the park position. Then move the lever rearward two positions to the neutral position. Install the swivel onto the end of the cable and adjust until the small end of the swivel slides freely in and out of the selector lever. Move the shifter arm through all the gear positions and check that the swivel will move freely in and out of the selector 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. (Figure 16)

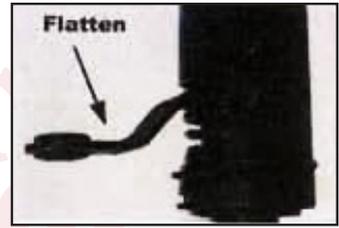
Move the transmission selector back into the park position.



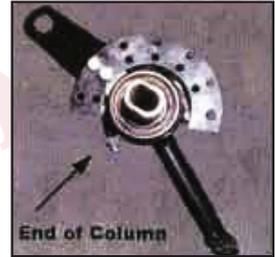
Figure 16

16. 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.

17. 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.



18. 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.



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



20. 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.

21. 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.



22. 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.

23. 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.*



24. 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!

25. 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.



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

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