



Cable Shift Linkage Kit

INSTALLATION INSTRUCTIONS

ididit column to Ford 4R70W/AODE Trans

FOR PART NUMBER'S: 2801600010, 2802600010



www.ididitinc.com

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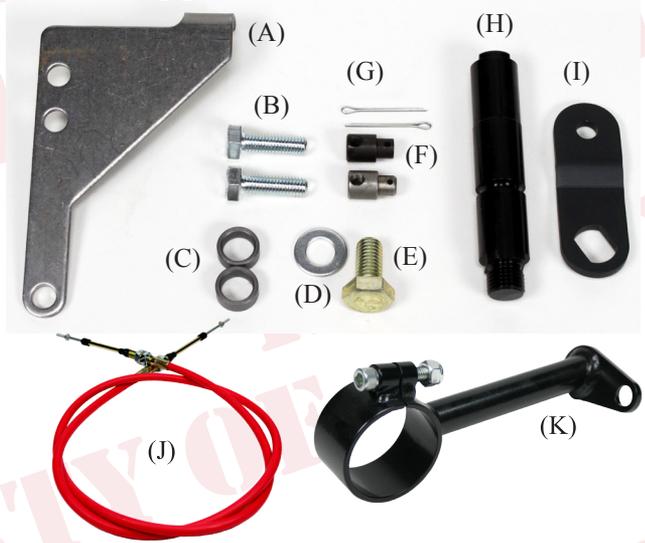
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Instruction # 8000010138 REV 08/15

Ididit 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) One Piece 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.
3. Remove the two bolts that hold the Neutral Position Sensor in place then remove the Neutral Position Sensor.



Figure 1

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)

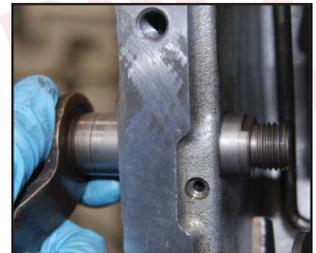


Figure 6

6. Slide the new selector shaft into the case over the throttle lever shaft. Engage the 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 7

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.

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



Figure 8



Figure 9

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

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.

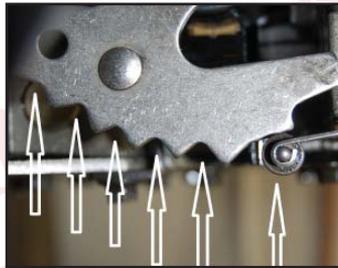


Figure 10



Figure 11

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)

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)



Figure 12

Note: replace the Neutral Position Sensor 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)



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) 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 14

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 15



Figure 16

16. Remove the 4 screws from the shift lever at the bottom of the steering column and set the screws and lever aside.

17. Loosen the nut and bolt on the cable bracket so that the clamp loosens a little. Slide the clamp on the column with the small end at appx. 5 o'clock (looking down from the top of the column.) The



hole on the small end of the clamp should face the front of the vehicle.
DO NOT tighten yet!

18. The gearshift lever will need a hole drilled exactly $1\ 29/32''$ or $1.906''$ from the center of the large hole towards the linkage hole, in the center of the shift lever arm. The hole should be $5/16''$ or $.312$ in diameter, no larger.



19. If your designer eye tells you that you want to cut off the access of the shift arm that is fine. Take a look at the diagram to the right to see how we did this.

20. 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.*



21. 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's centered on the thread. Now, install the small nut and turn it until it bottoms out on the swivel. DO NOT tighten yet!



22. Reinstall the shift lever as close to the swivel as possible. Now, you could turn the bracket or loosen the large nut and adjust so the swivel goes into the $5/16''$ hole that you drilled in the shift arm. Insert the cotter pin in swivel, tighten large nut and bolt on bracket. Do not tighten so much that it squeezes the delrin bushing in the bottom of the column. Doing so could make it hard to shift. Remember, the cable has to be pushed down completely.



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