



Cable Shift Linkage Kit

INSTALLATION INSTRUCTIONS

ididit column to GM Trans

FOR PART NUMBER'S: 2801000010, 2802000010



ididit 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

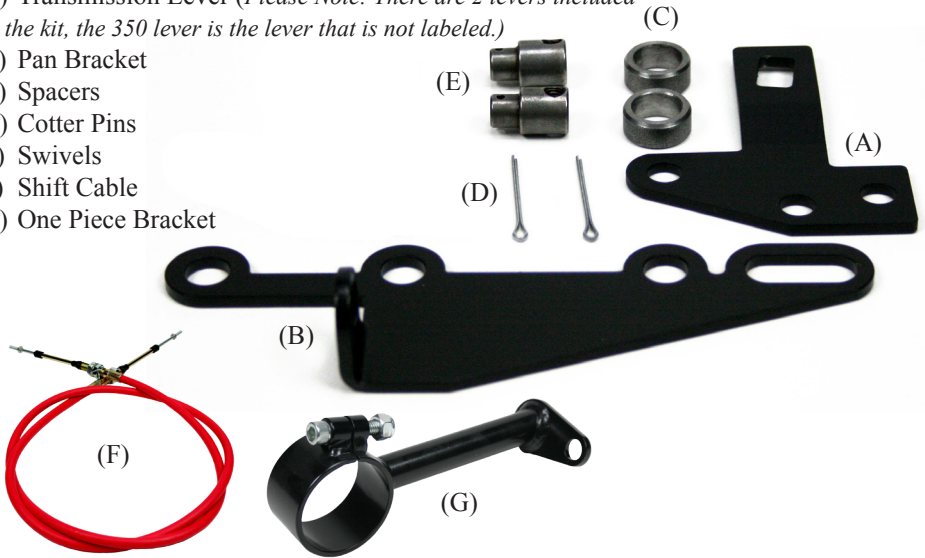
C) Spacers

D) Cotter Pins

E) Swivels

F) Shift Cable

G) One Piece 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.

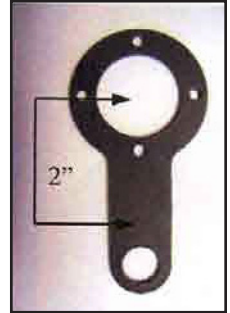
Kinked Cables: Do not kink the cable anywhere along its length. If the cable has a kink it will lock up. The cable should be kept straight for 2" on each end where it leaves the brass. Either of the above could damage the cable, shifter, and/or transmission in one shift.

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.

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



2. 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!



3. The gearshift lever will need a hole drilled exactly 2" 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.

4. 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.



5. 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.*



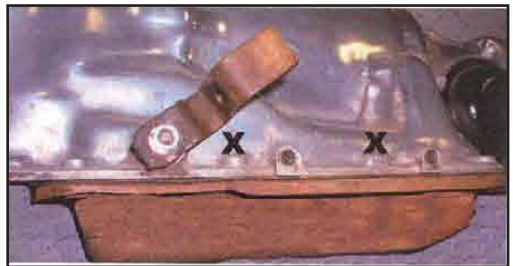
6. Push the cable down through its outer cover so that it will be as short as possible. Put the column in Park. Now, figure out where you want the bracket to be, 5 o'clock will probably be a good place. Install the swivel on the small thread and turn it until it is centered on the thread. Now, install the small nut and turn it until it bottoms out on the swivel. **DO NOT** tighten yet!

7. 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 that the swivel goes into the 5/16" hole that you drilled in the shift arm. Insert the cotter pin in the swivel, tighten the large nut and bolt on the 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.



8. 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 very important.*

9. 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.



10. The two transmission pan bolts could be either Metric or American threads. 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.

11. 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.

12. 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, 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.



13. Try to shift the column. You may experience a tight pattern, if so slightly loose 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.



ididit 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

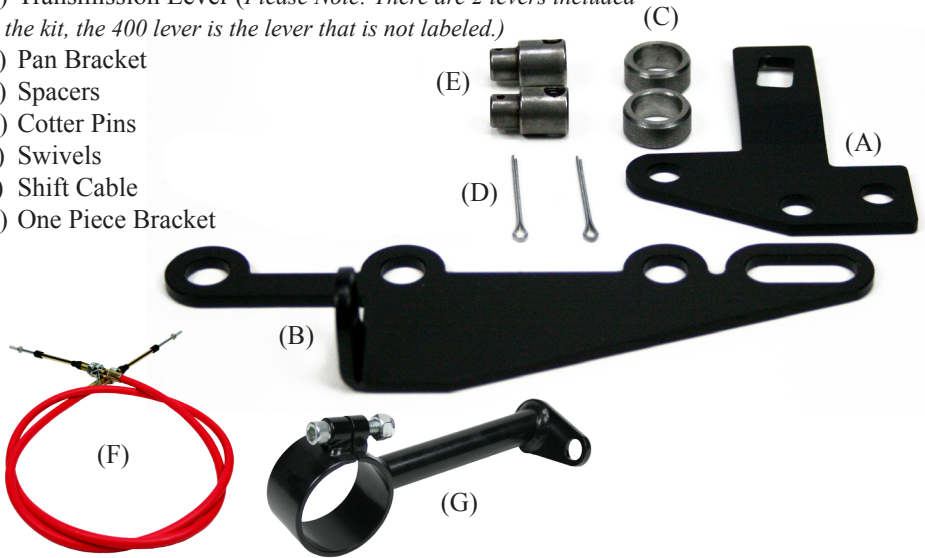
C) Spacers

D) Cotter Pins

E) Swivels

F) Shift Cable

G) One Piece 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.

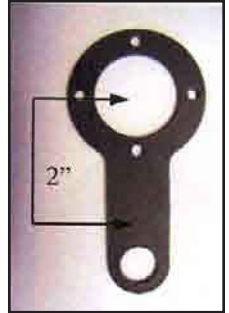
1. Remove the 4 screws from the shift lever at the bottom of the steering column and set the screws and lever aside.



2. 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!



3. The gearshift lever will need a hole drilled exactly 2" 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!



4. 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.



5. 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.*



6. 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!

7. 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 that the swivel goes into the 5/16" hole that you drilled in the shift arm. Insert the cotter pin in the swivel, tighten the large nut and bolt on the 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.



8. 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 very important.*

9. 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.

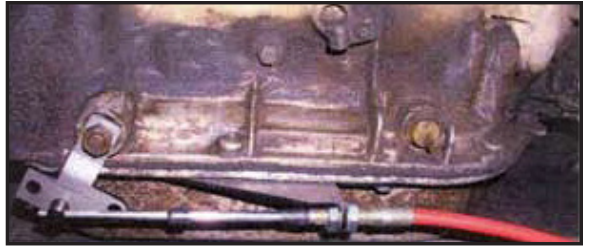


10. The two transmission pan bolts could be either Metric or American threads. You will need to purchase two bolts 1/4" longer than the two that you removed. Spacers need to be placed between the bracket and the transmission pan with the two longer bolts holding it all together in the holes of the bracket as shown.



11. 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.
12. 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, 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.



13. Try to shift the column. You may experience a tight pattern, if so slightly loose 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.



ididit 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

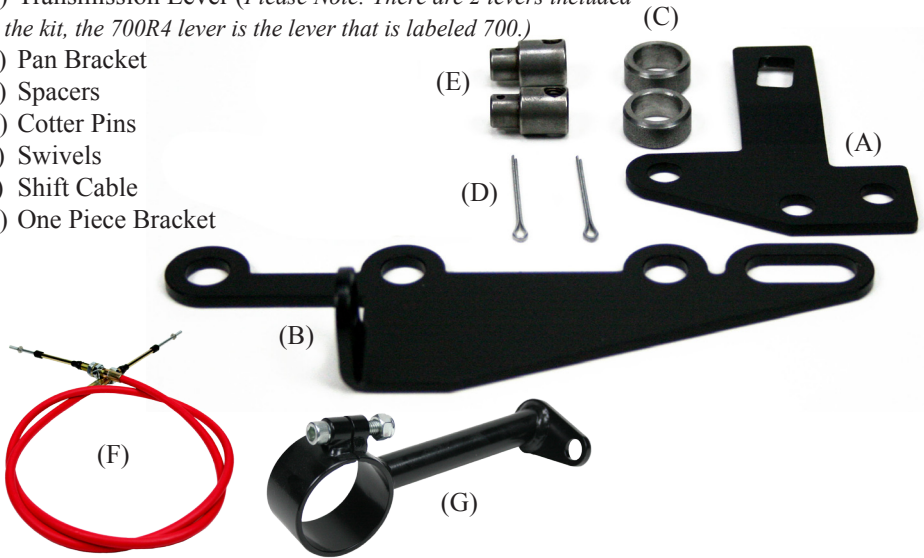
C) Spacers

D) Cotter Pins

E) Swivels

F) Shift Cable

G) One Piece 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.

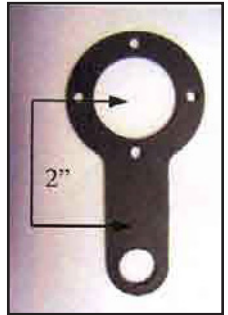
Kinked Cables: Do not kink the cable anywhere along its length. If the cable has a kink it will lock up. The cable should be kept straight for 2" on each end where it leaves the brass. Either of the above could damage the cable, shifter, and/or transmission in one shift.

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.

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



2. 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!



3. The gearshift lever will need a hole drilled exactly 2" 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!

4. 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.



5. 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.*



6. 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!

7. 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 that the swivel goes into the 5/16" hole that you drilled in the shift arm. Insert the cotter pin in the swivel, tighten the large nut and bolt on the 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.



8. 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 very important.*

9. 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.



10. The two transmission pan bolts could be either Metric or American threads. 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.
11. Install the transmission shift lever so that the round end is closest to the front of the vehicle. Add the washer and the nut to hold it in place.
12. 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, 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

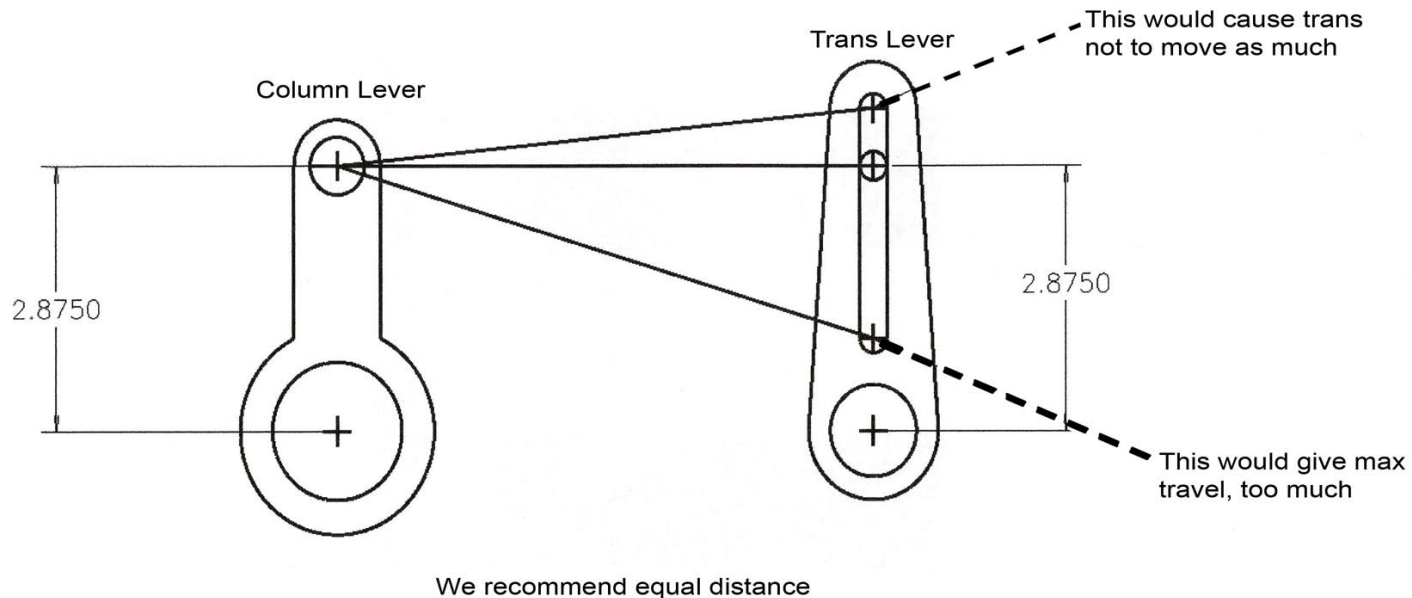
the forward hole of the shift lever. Install the cotter pin. If it needs more travel, loosen the large nuts and washers and move the cable forward or backward to gain more travel. Then retighten the large nuts and washers. Install the small nut and tighten.



13. Try to shift the column. You may experience a tight pattern, if so slightly loose 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.



Proper Alignment of Shift Lever



**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**