



QUALITY... PLAIN & SIMPLE®

Column Shift Linkage Installation Instructions

For GM TH350, TH400, TH700-R4, TH200, TH200-4R, 4L60, 4L60E, and 4L80E

General Installation Notes:

Please read instructions completely before beginning installation. If you have any questions, please do not hesitate to call.

Before starting installation, set parking brake and scotch vehicle wheels to avoid accidental movement of the vehicle. Disconnect battery cable before starting installation.

The Lokar column shift linkage is universal, and the stainless steel rod is designed to be cut to fit individual applications. The kit comes with a 21" long rod, and a 26" long rod is also available.

Refer to Fig. 1 and Fig. 2 for the part names.

Step 1: Put the shifter and trans selector shaft into the park position. Remove any existing linkage from the trans selector shaft and the steering column.

Step 2: Install the splined trans arm bushing onto the trans selector shaft with the open end facing out. Make sure the flats in the bushing are aligned with the flats on the selector shaft. This kit includes one metric 10 mm trans arm nut (has nicks on hex) and one standard 3/8"-16 trans arm nut. Using the proper trans arm nut for your application, tighten the splined trans arm bushing onto the trans selector shaft.

Step 3: Install the adjustable trans arm onto the splined trans arm bushing at approximately the 8:00 position as a starting point, with the "LOKAR" logo facing the transmission. See Fig. 2, Fig. 3 and Fig. 4. The positioning varies per application, and it may be necessary to reposition the arm in order to be able to get the transmission into all gear positions.

Step 4: The column shift arm could be one of several different designs, and the type of column shift arm you have will determine how the Delrin bushings will be positioned. If the raised shoulder in the center of the provided Delrin bushings will fit inside the hole in the column shift arm, then the Delrin bushings will be installed with the raised shoulders facing each other inside the column shift arm. If the raised shoulder in the center of the provided Delrin bushings will **NOT** fit inside the hole in the column shift arm, then the Delrin bushings will be installed with the raised center shoulders facing outwards.

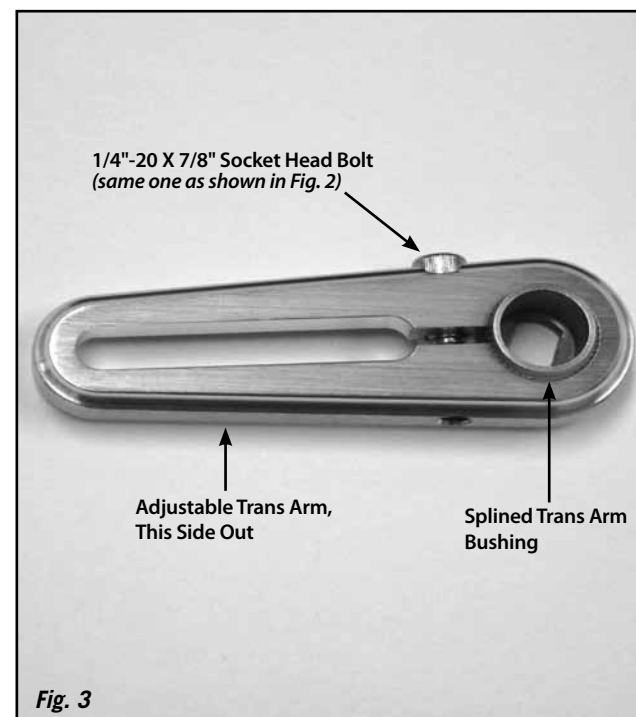
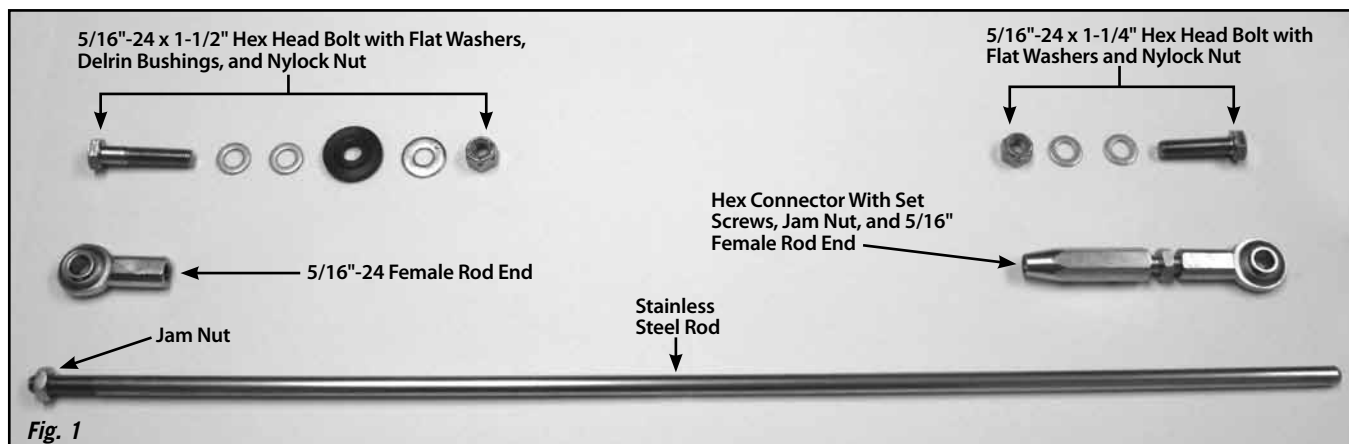
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NOTE: (Continued from Step 4) Some older Flaming River Columns will require that you drill out the shift linkage lever to fit the bushings. The new hole dimension should be .625 (5/8").

Install a small flat washer onto the 5/16"-24 x 1-1/2" bolt. Then slide the bolt through the 5/16"-24 female rod end. Next install the large diameter flat washer onto the bolt, and one Delrin bushing facing the proper direction. Insert the bolt through the steering column arm, and then install the other Delrin bushing and small flat washer. Secure it all using the 5/16"-24 nylock nut as shown in Fig. 4.

NOTE: These items can be installed in the reverse order if necessary for clearance or proper alignment.

Step 5: Thread the stainless steel rod into the rod end on the steering column arm, leaving about 1/4" of threads exposed beyond the jam nut.

Step 6: Check to make sure that nothing will interfere with connecting the stainless steel rod to the adjustable trans arm. If required, the stainless steel rod can be bent to clear other components, starting at the steering column end.

Step 7: Line up the transmission end of the stainless steel rod with the center of the slot in the trans arm, and mark the stainless steel rod at the center of the trans arm slot. Measure 1-3/4" back towards the column end from your mark, and cut the stainless steel rod at that point using a metal cutting saw or cutoff wheel.

Step 8: Slide the hex connector with the second 5/16"-24 female rod end onto the end of the stainless steel rod. Attach the rod end to the adjustable trans arm with the 5/16"-24 X 1-1/4" hex head bolt, two flat washers, and nylock nut as shown in Fig. 4. Tighten the set screws in the hex connector using a 1/8" hex wrench, but only enough to mark the stainless steel rod and hold the hex connector in place during the adjustment procedure.

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Step 9: Adjust the column shift linkage so that the shift lever will enable you to get the transmission into all gear ranges. Once you have the final adjustment done, tighten the jam nuts at both ends of the stainless steel rod. Tighten the 1/4"-20 x 7/8" socket head bolt on the adjustable trans arm to clamp it to the trans arm bushing.

Step 10: Disconnect the stainless steel rod from the hex connector and grind two small flat spots on the rod where each of the set screws contact it (this will help maintain the position of the rod). Apply thread locking compound (not supplied) to the set screws, and then install and tighten them.

Note: Also included in this kit are two standoff bolts, a 10 mm (has nicks on hex) and a 3/8"-16. These bolts are only used with the Lokar Part No. BL-1400U, Back-Up Light or Neutral Safety Switch Kit. These are to retain the back-up light or neutral safety switch trigger to the selector shaft.

