



QUALITY... PLAIN & SIMPLE®

INSTALLATION INSTRUCTIONS LOKAR COLUMN SHIFT LINKAGE

Part No. ACA-1807
(Ford AOD)

STOP! PLEASE READ ALL INSTALLATION INSTRUCTIONS BEFORE BEGINNING INSTALLATION.
CALL LOKAR FOR ANY QUESTIONS OR UNCERTAINTIES DURING INSTALLATION.

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

1. The Lokar column shift linkage (connecting rod) is universal and designed to be cut to fit individual applications.
2. The Lokar column shift linkage is designed with identical rod ends so that the hex connector can attach to the trans or column (for optimum clearance).
3. Remove the stock selector shaft and replace it with the adjustable shaft and arm provided in the kit. (Refer to detailed instructions for replacing the selector shaft.)
4. Install the slotted arm in the 8 o'clock position (Park). See Diagram on reverse side of instructions. It may be necessary to reposition the slotted arm. Positioning of the swivel rod end mounting bolt into the slotted arm will be dependent upon the column distance between gears.
5. Bolt swivel rod end onto column with washers and spacers as shown in Diagram on reverse side of instructions.
6. Fit (cut and/or bend) stainless rod starting at the column rod end to trans rod end. The length of the stainless rod can be adjusted by cutting the unthreaded end with a hacksaw. Insert stainless steel rod into adjustable hex connector and tighten set screws with 1/8" Allen wrench only tight enough to mark stainless steel rod. After final adjustment, remove the stainless steel rod and grind a small flat spot on the marked rod. This will help maintain position of shaft. During final installation of set screws, a thread-locking compound is recommended on set screws.

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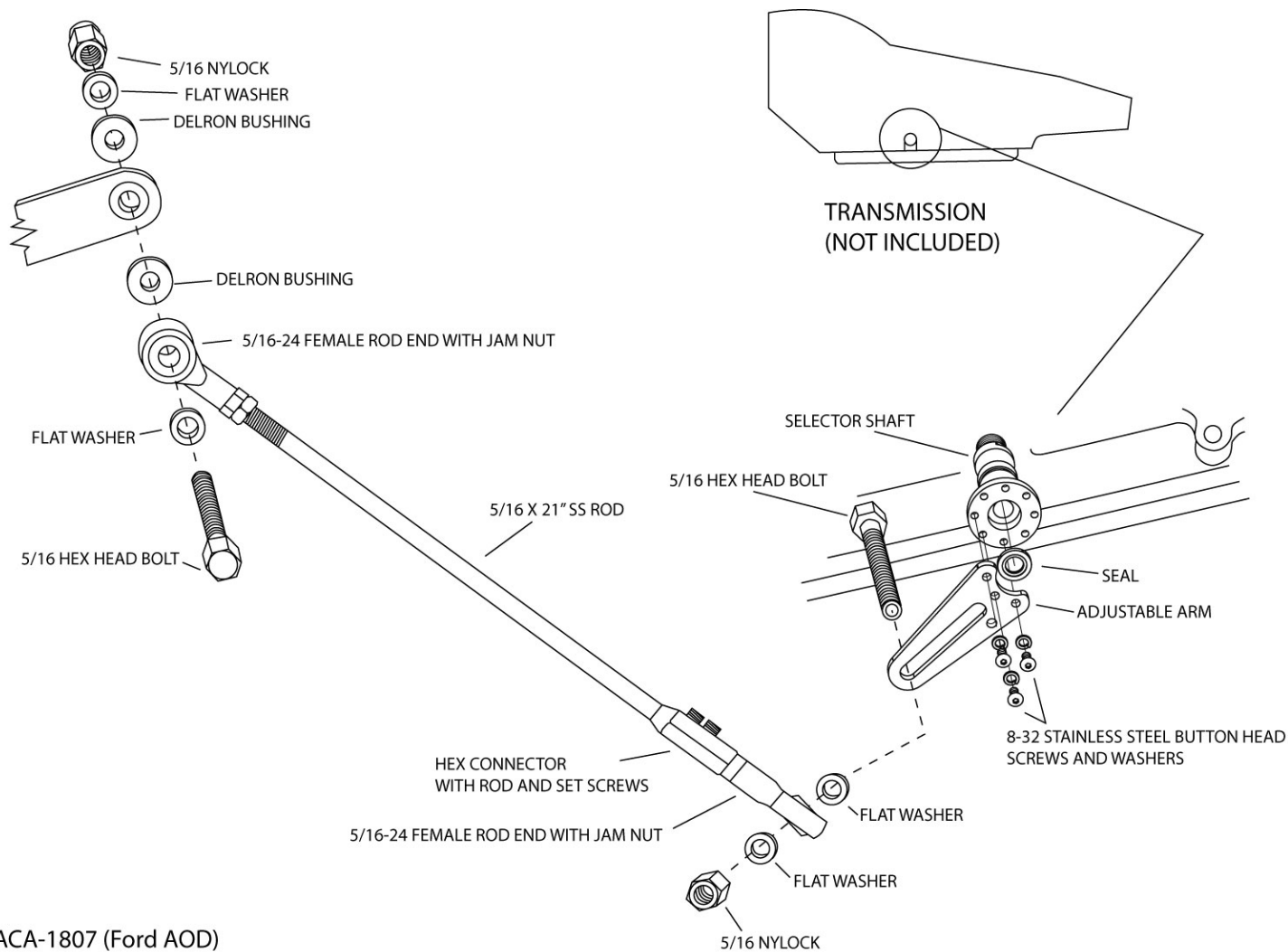
10924 Murdock Drive, Knoxville, TN 37932

Toll Free 1-877-469-7440

Ph: 865-966-2269 Fax: 865-671-1999

E-mail: tech@lokar.com or catalog@lokar.com

www.lokar.com



ACA-1807 (Ford AOD)
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FORD AOD SELECTOR SHAFT AND ARM INSTALLATION INSTRUCTIONS

Before starting this installation read the instructions very carefully. If you are not sure about doing this it is recommended you consult a transmission specialist or read a manufacturer's manual

STEP 1: Drain the transmission fluid and remove the transmission pan and filter. **(Photo 1)** To remove the selector shaft start by removing the kickdown nut and arm this is on the outside of the selector arm. **(Photo 2)**

STEP 2: Remove the 1/8" diameter roll pin. This is located just inside the pan rail on the boss that the selector shaft slides through. The pin protrudes up above the boss about 1/8". Use a pair of side cutters to grab the roll pin and pry the pin up and out using the case as your leverage point. **(Photo 3)**

STEP 3: Remove the roller spring that holds the transmission in gear **(Photo 4)**

STEP 4: Remove the 14mm nut on the end of the selector shaft. Pull the trans lever into low gear to better access the 14mm nut. Hold the gear selector with a tool to keep it from rotating. **(Photo 5)** The nut will remain on the kickdown shaft and stay in the transmission. Now the old selector shaft can be removed. There is a small spring that keeps tension on the kickdown be sure it also remains in the transmission on the kickdown shaft. **(Photo 6)**

STEP 5: Install the new Lokar selector shaft. Use a small amount of lube oil or white grease on the seal slide the Lokar selector shaft into the transmission. The selector shaft will slide over the kickdown shaft. Put gear selector plate on the end of the Lokar selector shaft the plate has two flats on it that will register on the flats of the selector shaft. **(Photo 7)** The gear selector plate has a pin attached to it that must be aligned in the groove of the piston at the end of the gear selector plate. This needs to go into the groove before the 14mm nut is tightened. **(Photo 8)** Once it is in the groove tighten the nut.

STEP 6: Reinstall the kickdown spring with the hook on the arm & the leg of the spring back in the notch of the steel spring saddle. **(Photo 9)**

STEP 7: Reinstall the roller spring that holds the gear plate in gear **(Photo 10)**

STEP 8: Reinstall the 1/8" roll pin. It will align in the groove in the selector shaft. **DO NOT PUSH THE ROLL PIN ALL THE WAY DOWN FLUSH WITH THE CASE.** It is important that the pin is sticking up above the casting so it can be removed if needed at another time. **(Photo 11)**

STEP 9: Reinstall the filter and the trans pan add the appropriate amount of fluid.

STEP 10: Install the shift arm onto the new selector shaft using the three 8-32 x 3/8 button head stainless screws and the three lock washers. When installing the arm to be used with a Lokar shifter the arm needs to be installed at about the 8:00 O'clock positions. There is a 3/16 diameter hole part way up the arm next to the slot in the arm this hole needs to face the back of the transmission. This hole is to install a Lokar indicator brass cable stop. (When used with Lokar Gear shift indicator) The shifter linkage rod will install into the 5/16" slot. **(Photo 12)** This selector shaft will work with a variety of other shifters. The slot gives the ability to adjust the center distance of the shift linkage at the transmission.



Photo 1



Photo 2

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Photo 3



Photo 4

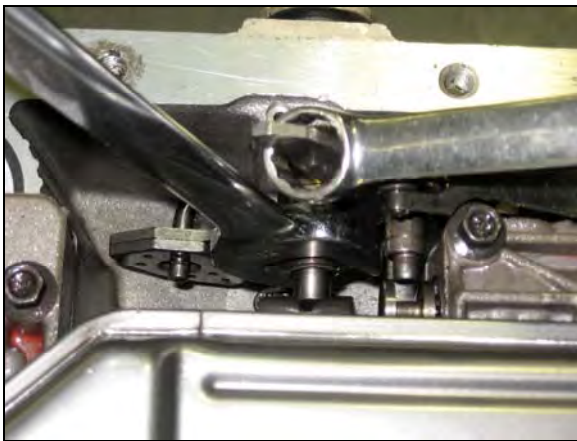


Photo 5



Photo 6



Photo 7



Photo 8

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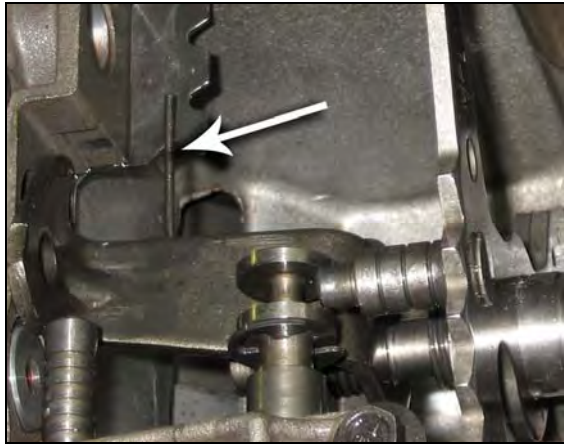


Photo 9



Photo 10



Photo 11



Photo 12

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