



QUALITY... PLAIN & SIMPLE®

Ford FMX Hi-Tech Kickdown Kit Installation Instructions

General Installation Notes:

Please read these instructions completely before beginning the installation. If you have any questions, please call.

Before beginning the installation, disconnect the negative battery cable and use wheel chocks to block the vehicle's wheels.

Make sure the engine, transmission, body and frame are properly grounded. We recommend using anti-seize lubricant on all aluminum threads.

NOTE: This Lokar Kickdown Kit is designed to be installed with a Lokar Carburetor Bracket and Springs, part # SRK-4000. The Lokar Kickdown Cable is designed to be cut-to-fit.

Refer to Fig. 1, Fig. 2, and Fig. 3 for the component names.

Step 1: Remove the cable end stop, kickdown throttle body fitting, and kickdown cable adjuster from the new Lokar Kickdown Cable. **DO NOT remove the ferrule from the cable housing if the cable housing is braided stainless steel.** Fig. 4 Leave the kickdown mounting bracket on the kickdown cable adjuster. Remove the inner wire from the cable housing, leaving the aluminum eyelet with set screws on the transmission end still attached to the inner wire.

Step 2: Remove the first transmission pan bolt behind the kickdown lever on the transmission. Insert the pan bolt through the kickdown cable trans bracket, and reinstall the pan bolt with the kickdown cable trans bracket attached.

Step 3: If the Throttle Cable has already been installed, disconnect the Throttle Cable from the carburetor. If the engine already has a Lokar Carburetor Bracket installed, leave the Bracket in place but remove the throttle cable adjuster from it.

If the engine does not already have a Lokar Carburetor Bracket installed, install one now, following the installation instructions that are provided with the Lokar Carburetor Bracket.

Step 4: The kickdown mounting bracket mounts onto the back side of the Lokar Carburetor Bracket. The throttle cable adjuster will pass through the top hole in both the new kickdown mounting bracket **AND** the Carburetor Bracket.

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Step 4, continued: Position the kickdown mounting bracket behind the Carburetor Bracket so that the 5/16" diameter holes at the top of both brackets are aligned, the small 3/16" diameter holes near the center of the two brackets are aligned, and the kickdown cable adjuster is offset towards the left side of the vehicle.

Attach the kickdown mounting bracket to the Carburetor Bracket using the supplied #8-32 x 1/2" button head bolt and nylock nut through the small 3/16" diameter center holes in both brackets, but do not tighten yet.

Insert the throttle cable adjuster (with the rear nut still installed) from the rear through the top holes in both brackets. Position it so that the bracket is roughly centered in the threaded part of the cable adjuster. Install the front adjuster nut.

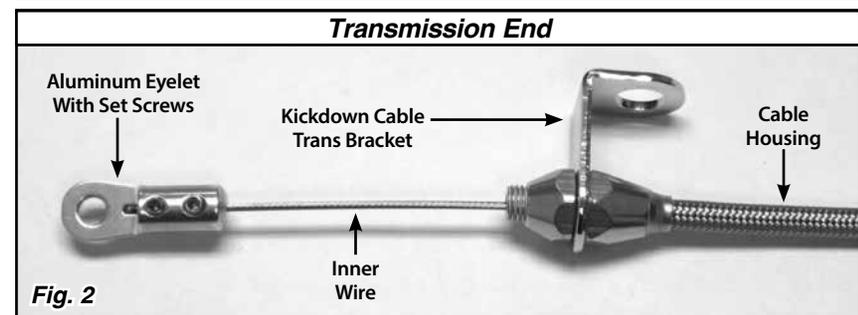
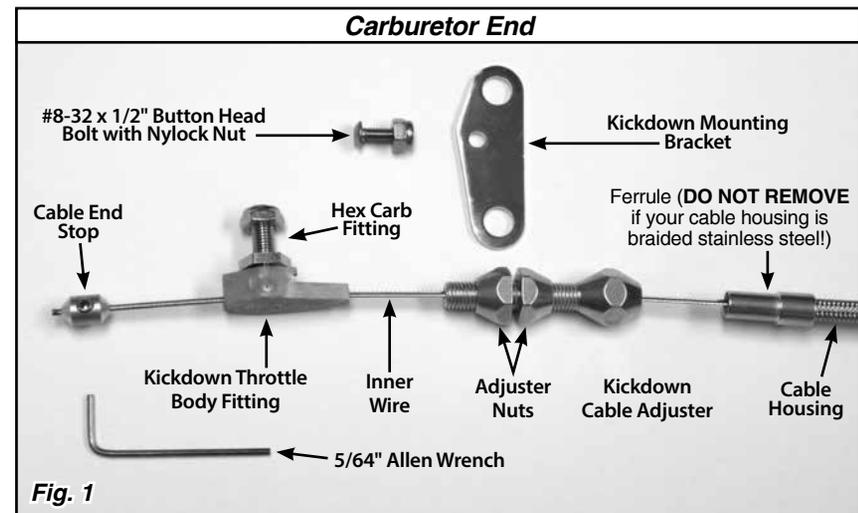
Tighten the throttle cable adjuster nuts, the button head bolt and nut, and the kickdown cable adjuster nuts. Fig. 3

Step 5: Route the cable housing up to the kickdown cable adjuster. **Make sure that the inner wire is removed from the cable housing.** If the cable housing is braided stainless steel, slide the ferrule down the housing towards the transmission, away from the end that is being cut. **DO NOT remove the ferrule from the braided stainless steel housing!** Fig. 4 If the cable housing is Vintage Series or black universal, remove the ferrule.

Measure the distance between the kickdown cable adjuster and the kickdown cable trans bracket. Add 1" to the measurement and cut the cable housing to that length.

If the cable housing is braided stainless steel, wrap tape around the area to be cut and use a cutoff wheel or fine-toothed hacksaw to cut the cable housing. If the cable has a Vintage Series or black universal housing, cut the cable housing with heavy duty 8" diagonal cutting pliers or a hacksaw. Lokar recommends Klein brand Diagonal Cutting Pliers, # D2000-28 available at The Home Depot or through W. W. Graingers, Part # 4A838.

After cutting the cable housing, put the ferrule back in place at the end of the cable housing. Insert the cable housing and ferrule into the kickdown cable adjuster.

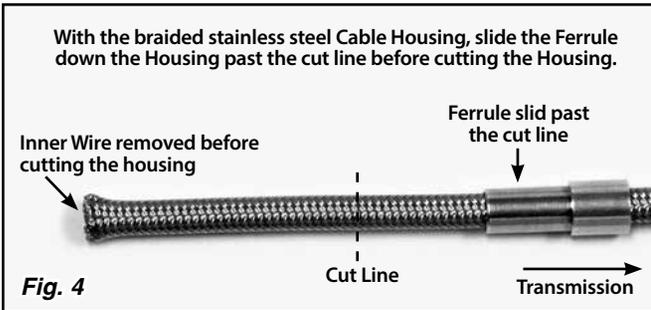
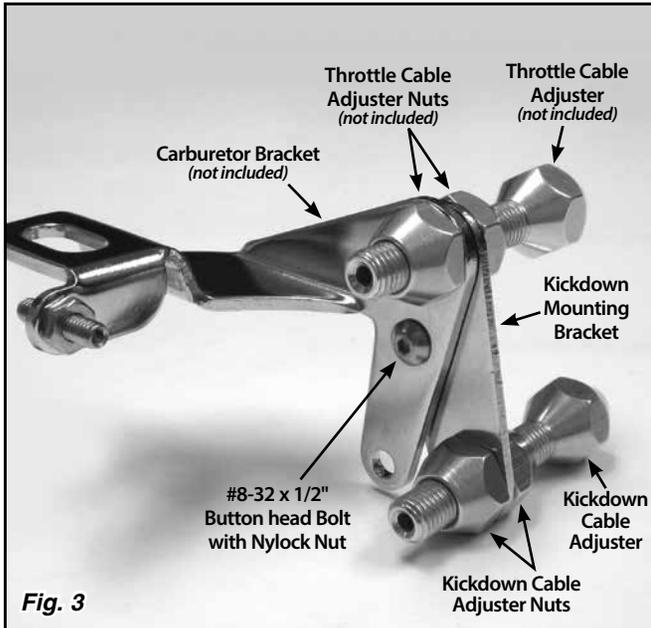


Step 6: The tear drop (not included, part of the Carburetor Bracket & Spring Kit) will be attached to the carburetor throttle arm by the hex carb fitting. Separate the hex carb fitting from the kickdown throttle body fitting. Install the hex carb fitting and the tear drop onto the carburetor throttle arm as shown in Fig. 5. Hook the return springs (not included, part of the Carburetor Bracket & Spring Kit) to the tear drop and tighten the hex carb fitting.

Step 7: Re-install the inner wire into the kickdown cable housing, with the aluminum eyelet with set screws at the transmission end. Install the aluminum eyelet with set screws onto the original kickdown lever and secure with the original retaining clip (not included). Check to make sure that the set screws in the aluminum eyelet are tight, using the supplied 5/64" Allen wrench.

Step 8: Before connecting the inner wire to the carburetor, make sure that the throttle linkage is properly adjusted. Verify at the carburetor that the throttle is wide open while you have a helper hold the accelerator pedal to the floor. Once you are sure that the throttle linkage is adjusted correctly, slide the kickdown throttle body fitting onto the kickdown cable inner wire, and connect the kickdown throttle body fitting to the hex carb fitting.

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Step 9: This step will also be much easier with a helper. Slide the kickdown cable end stop onto the inner wire. Move the throttle to wide open and hold it there while pulling the kickdown inner wire as tight as possible. Slide the cable end stop up against the kickdown throttle body fitting and tighten the set screw using the supplied 5/64" Allen wrench. Release the throttle.

When the kickdown cable is properly adjusted you should be able to open the throttle to the wide open position without interference from the kickdown cable; and with the throttle wide open, you should not have any slack in the kickdown cable. Minor adjustments can be made at the kickdown cable adjuster on the engine.

Double check to be sure that all carburetor, throttle and kickdown linkage operates freely without binding and that the throttle returns to the closed position when the pedal is released, then test drive. Once the Kickdown Cable is correctly adjusted and operating properly you can cut off the excess inner wire, leaving about 1/2" extending beyond the cable end stop to allow for future adjustment if needed. Final installation should look like **Fig. 5** at the engine and **Fig. 6** at the transmission.

