



QUALITY... PLAIN & SIMPLE®

Anchor-Tight® Locking Flexible Transmission Dipstick 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 applying anti-seize lubricant to all aluminum threads before final assembly.

NOTE: The Lokar Anchor-Tight® Transmission Dipstick is designed for transmissions with "push in" style dipsticks. Each Dipstick has been calibrated for the specific transmission application.

The standard **Firewall Mount** Dipstick is approximately 26" in length, but it can be special ordered in lengths up to 48". This Dipstick can be mounted to the firewall or wherever it is most convenient in the engine compartment. The Firewall Mount is the most versatile type of Dipstick and is often the best choice when there is little room in the engine compartment.

The **Transmount** Dipstick varies in length according to the transmission application, and it attaches to the transmission bellhousing.

The **Direct Mount** Dipstick eliminates the flexible dipstick tube. The handle and inner measuring cable are inserted directly into the pan fitting.

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

How to Use the Spring Loaded Locking Mechanism:

To insert or remove the dipstick handle and inner measuring cable, push the upper retaining sleeve downwards away from the handle and hold it down while inserting or removing the handle and inner measuring cable. See Fig. 3.

The Anchor-Tight Firewall Mount and Transmount Dipsticks have a locking quick-disconnect fitting on the bottom. This allows you to remove the dipstick tube assembly for easier installation or removal of the transmission. To remove the dipstick tube assembly from the transmission, push the lower retaining sleeve downwards and hold, while pulling up on the dipstick tube assembly.

A transmission storage plug is included with the Firewall Mount and Transmount Anchor-Tight Dipsticks. Place this storage plug into the pan fitting when the dipstick tube assembly has been removed. This helps prevent fluid spillage. Fig. 4 Additional pan fittings and transmission storage plugs are available separately.

NOTE: DO NOT disassemble the retaining sleeve mechanism(s). **DO NOT** remove any nuts securing the braided stainless steel hose to the dipstick tube assembly on Firewall Mount and Transmount Dipsticks.

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Step 1: Clean the dipstick opening on the transmission, making sure it is free from all debris or burrs.

Step 2: Drain the transmission fluid and remove the transmission fluid pan.

Step 3, Firewall Mount and Transmount Only: Remove the pan fitting from the bottom end of the new dipstick tube assembly.

All: Remove the pan nut from the pan fitting. Lubricate the rubber push-in grommet with clean transmission fluid. Install the pan fitting and rubber push-in grommet (as received) into the transmission. (This should be a tight fit). Screw the pan nut onto the pan fitting and torque to 20 inch-pounds. **Do Not Overtighten! Fig. 5**

TH400 Note: When installing the pan nut on a TH400, rotate the nut until one of the flats on the nut is parallel to the pan rail. This will allow the pan to be installed without interference from the nut.

Powerglide Note: A tapered washer is supplied with all Powerglide Dipsticks. This washer needs to be installed on the pan fitting and rotated until the pan nut has a square surface to tighten up against. Torque to 20 inch-pounds. **Do Not Overtighten!**

Ford and Chrysler Note: Some transmission cases have limited space in this area and there will not be enough room to turn the pan nut. You will need to screw the pan fitting into the pan nut instead. This can be done by using the 1/2" hex installation tool (supplied with Dipsticks that need it). Insert the end of the installation tool with the largest chamfer into the top of the pan fitting. Push it down until it slips past the o-ring inside the fitting. Use a 1/2" socket to rotate the pan fitting into the pan nut. Torque to 20 inch-pounds. **Do Not Overtighten!**

Step 4, Firewall Mount and Transmount Only: Insert the dipstick tube assembly into the pan fitting, making sure it clicks into place.

The lower retaining sleeve **MUST** be pushed down in order for the dipstick tube assembly to be fully inserted in the pan fitting.

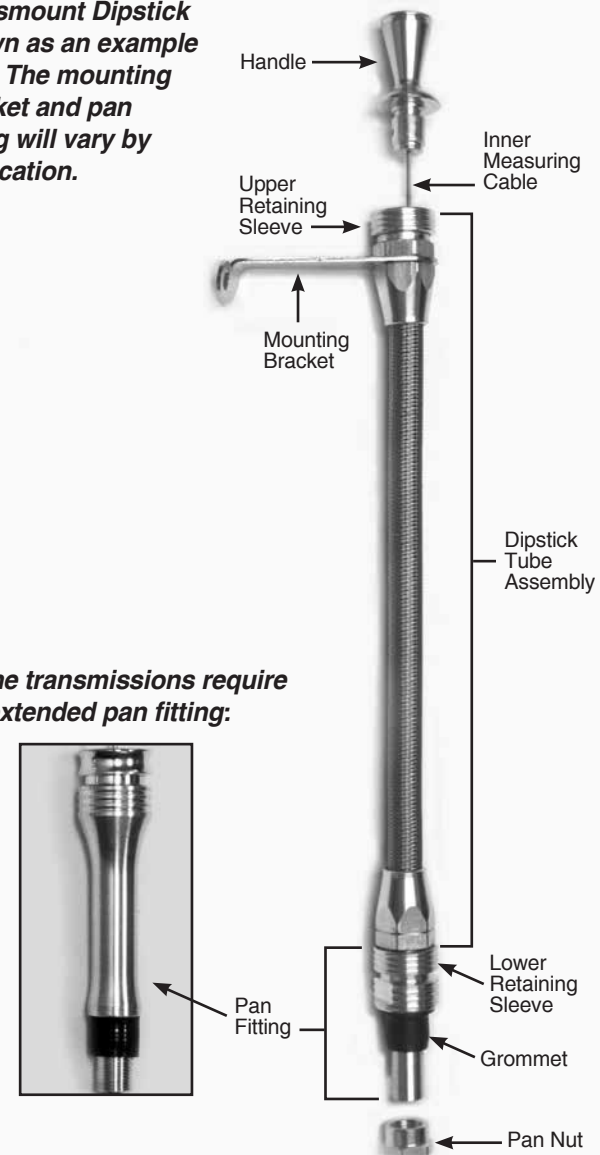
Direct Mount: Skip to **Step 6**.

Step 5, Firewall Mount: Route the dipstick tube assembly to the desired location (firewall, inner fender, etc.) and install the mounting bracket using two screws of your choice (not included). Make sure the dipstick tube assembly is not touching the exhaust at any point.

Transmount: Install the mounting bracket onto the bell housing using the appropriate existing bell housing bolt. Make sure the dipstick tube assembly is not touching the exhaust at any point.

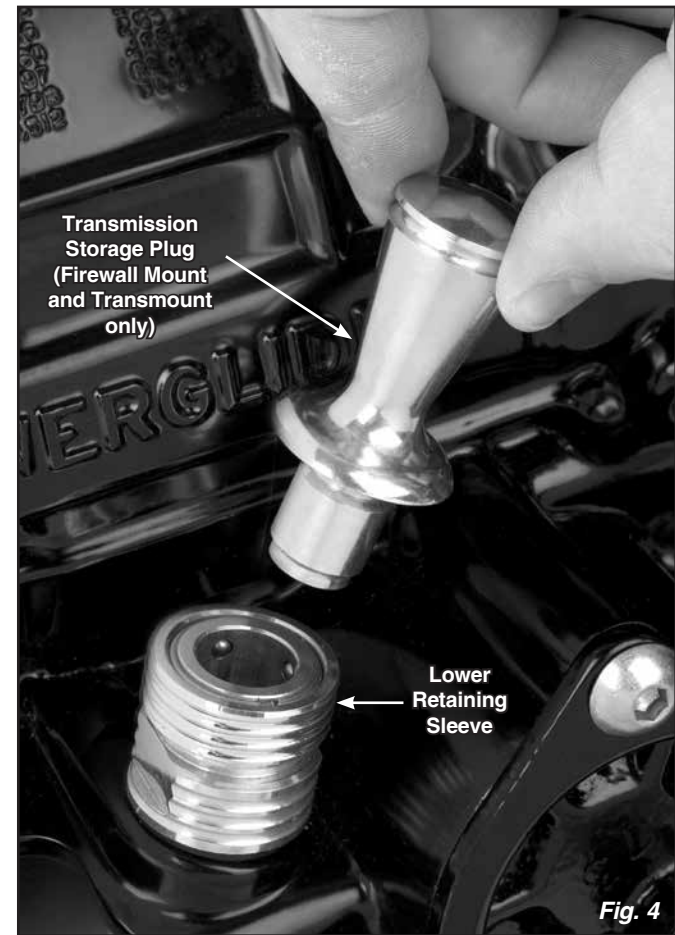
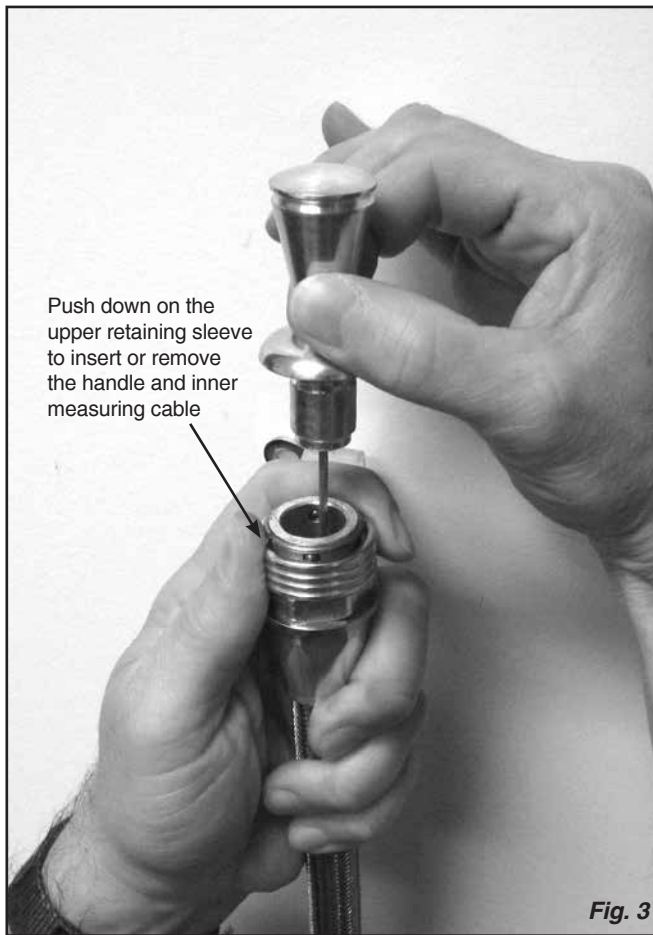
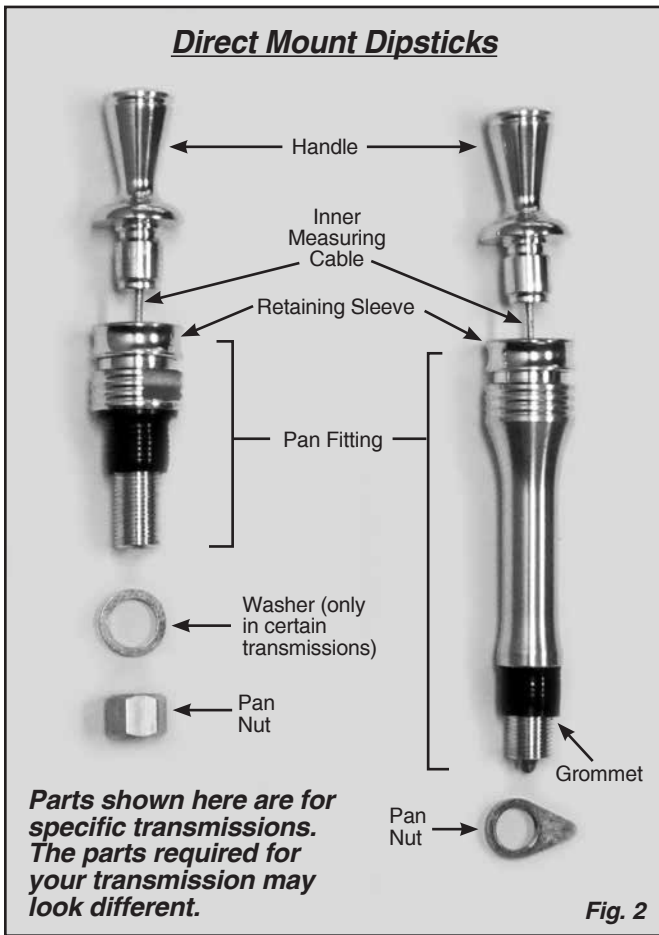
Powerglide Note: Some aftermarket Powerglide cases require a spacer to be used between the case and the new mounting bracket. A 3/16" aluminum spacer is provided in the kit for this purpose. Also, verify that the mounting bolt (not included) being used to hold the bracket and spacer in place is the correct length.

Transmount Dipstick shown as an example only. The mounting bracket and pan fitting will vary by application.



Some transmissions require an extended pan fitting:

Fig. 1



Step 6: The amount of transmission fluid that is required can vary greatly depending on your specific situation and combination of components (fluid cooler, torque converter, transmission pan, etc.). Check with the manufacturer(s) to determine approximately how much transmission fluid will be required for your particular situation and combination of components.

Using a suitable funnel, fill the transmission with the appropriate amount of fluid. Return the dipstick handle and inner measuring cable into the dipstick tube assembly (or pan fitting if Direct Mount), being sure that the handle is snapped down in its locked position when checking the fluid level. The upper retaining sleeve **MUST** be pushed down in order for the handle and inner measuring cable to be fully inserted. This will ensure that the transmission fluid is at the appropriate level. **Fig. 6**

NOTE: Be sure to follow the transmission manufacturer's recommended procedure when checking the transmission fluid level (engine running or not, fluid hot or cold, shifter in a particular position, etc.).

