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GM Bell Crank Kit For Lokar Automatic Transmission Shifter Installation Instructions
For TH350, TH400, 700-R4, and 4L60

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.

Refer to Fig. 1 for the component names.

NOTE: If your transmission has an electronic speedometer output, you will most likely need a special bracket and bolt. Please call Lokar Technical Support for assistance.

- Step 1:** Install the Lokar Shifter (not included) onto the transmission following the instructions that came with the shifter, but stop before measuring and cutting the threaded rod that connects the quad lever on the shifter to the trans gear lever on the transmission. Put the transmission and the shifter in Park.
- Step 2:** Remove two rod ends from the linkage that originally came with the Lokar shifter. They will be required for this installation.
- Step 3:** Install the bell crank arm with clevis onto the lower transmission tail housing bolt on the left side of the transmission using the supplied bolt and lock washer. There are two bolts and lock washers included in the kit. One bolt is a metric (M10 x 45mm) hex head and one bolt is a standard (3/8"-16 x 1-3/4") button head. Use the one that matches the thread on the bolt you removed. **Fig. 2**
- Step 4:** Install the linkage arm into the bell crank arm with clevis, using the 5/16"-24 x 7/8" button head bolt and nylock nut. Tighten the nut, but make sure that the linkage arm still moves freely. **Fig. 3**
- Step 5:** Install the trans gear lever (not included, it comes with the Lokar shifter) onto the transmission selector shaft, if you haven't already done so. Make sure that the transmission selector shaft is in Park (rotated clockwise as far as it will go), with the trans gear lever at approximately the one o'clock position.
- Step 6:** Position the linkage arm at the same angle as the trans gear lever. Measure the distance from the center of the 1/4" hole in the trans gear lever to the center of the 1/4" hole in the linkage arm. Subtract 1-3/4" from your measurement and write it down.
- Step 7:** Remove the rod end from one of the threaded rods that came with the bell crank kit. Cut the threaded rod to the length you calculated in the previous step and de-burr the end. Make sure two 1/4"-28 jam nuts are on the threaded rod, and install a rod end on both ends of the threaded rod (using one rod end from the Lokar shifter) to create the lower rod assembly.

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- Step 8:** Install the lower rod assembly onto the inside of the trans gear lever (towards the transmission) using the 1/4"-28 x 1" button head bolt and nylock nut that came with the Lokar shifter. Make sure the rod end is sandwiched between the trans gear lever and the flat washer. Temporarily connect the opposite end of the lower rod assembly to the outside of the linkage arm (away from transmission) using the supplied 1/4"-28 x 1-1/2" button head bolt, flat washers and nylock nut. **Fig. 4**
- Step 9:** Verify that the shifter and the transmission are both still in the Park position. Measure the distance from the center of the 1/4" hole in the quad lever to the center of the bolt you just installed in the linkage arm. Subtract 1-3/4" from your measurement and write it down.
- Step 10:** Remove the rod end from the other threaded rod that came with the bell crank kit. Cut the threaded rod to the length you calculated in the previous step and de-burr the end. Make sure two jam nuts are on the threaded rod, and install a rod end on both ends of the threaded rod to create the upper rod assembly.

- Step 11:** Connect the upper rod assembly to the quad lever using the hardware that came with the Lokar shifter. Make sure the rod end is sandwiched between the quad lever and the flat washer.
- Step 12:** Disconnect the lower rod assembly from the linkage arm. Install both the upper and lower rod assemblies to the outside of the linkage arm (away from the transmission), with the upper rod assembly between the lower rod assembly and the linkage arm. **Fig. 5**
- Step 13:** Make sure there isn't any slack in the shifter when it is in the Park position. If there is, lengthen the upper rod to remove the slack. Once you have all the slack adjusted out of the shifter, make sure that the button in the shift knob moves up and down freely. For final shifter adjustments, refer to the Lokar Shifter Installation Instructions.

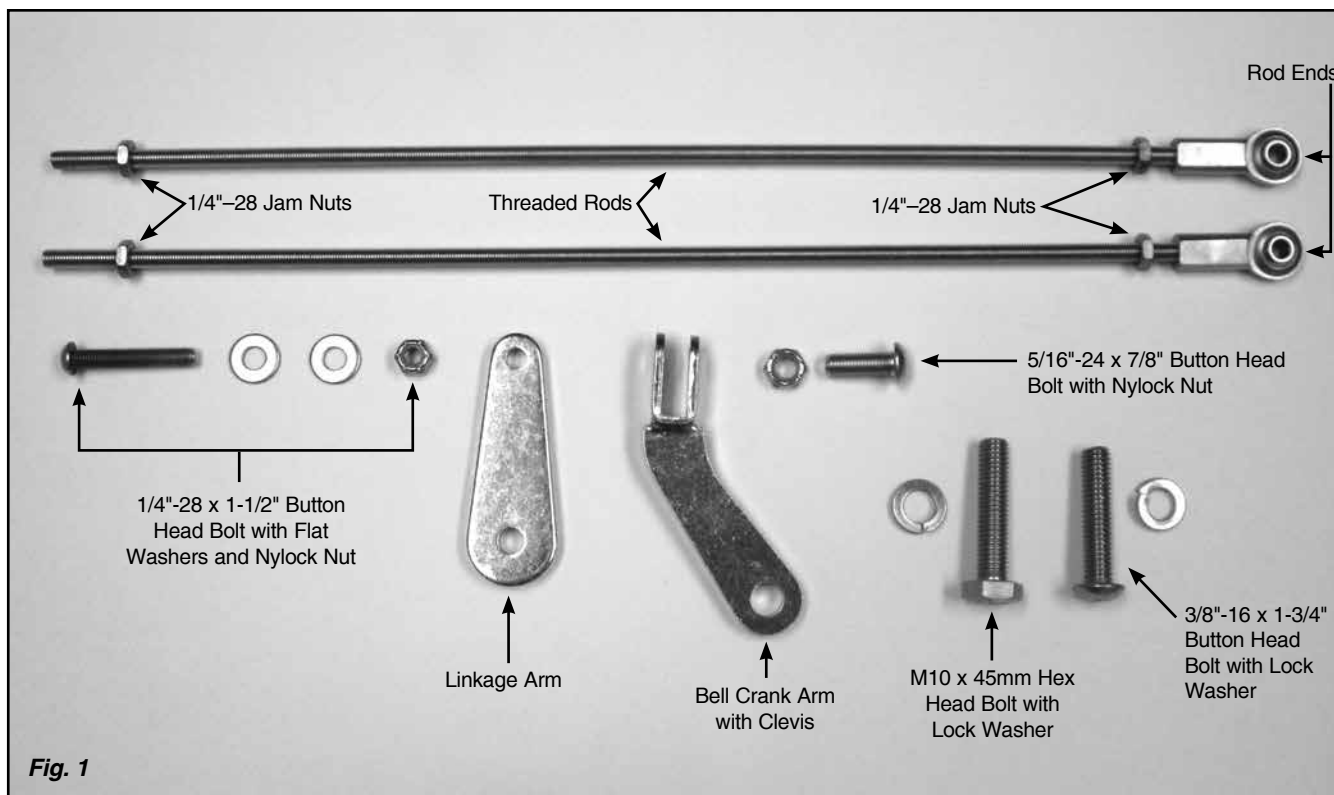


Fig. 1

