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Ford AOD Hi-Tech Kickdown Kit Part# KD-2AODHT

General Installation Notes:

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

NOTE: Do not attempt to install kickdown kit while engine is running. Be sure engine, body and frame are grounded properly.

You may want to use Lokar's Stainless Steel Carburetor Bracket and Springs (Part # SRK-4000) to mount your kickdown.

We recommend using an anti-seize lubricant on all aluminum threads before installation! Do not over tighten while fitting cables.

Cut housing by using diagonal cutters, Lineman pliers, or taping and using a fine-toothed hacksaw. Klein Side Cutters, Part # D2000-28 (available at Grainger's, Part # 4A838) work best.

Contact OTC at 1-800-533-5338 for T.V. Cable Gauge #T86L-70332A or Rotunda #307-152

Ford AOD Kickdown Kit Installation

Step 1: Install transmission cable bracket onto the second trans pan bolt behind the gearshift lever.

With the T.V. arm facing down: Install the supplied 3/8 thick spacer between the pan rail and the cable attaching bracket. Use the washers on the head of the supplied 8 mm bolt; the spacer will keep the cable inline with T.V. arm. **Fig. 1**

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(Step 1 Continued)

With the T.V. arm facing up: Install the supplied 3/8 thick spacer between the transmission bell housing boss and the cable attaching bracket with the washer on the head of the supplied 8 mm bolt. This spacer will keep the cable inline with the T.V. arm. **Fig. 2**

Cable actuated floor shift: Install the cable, attaching bracket to the transmission bell housing mounting boss. **Fig. 2**

Step 2: Install T.V. lever and nut onto threaded T.V. shaft in the center of trans shift lever. **Fig. 1**

Step 3: Install the swaged end of cable housing into trans bracket. (installed in Step 1)

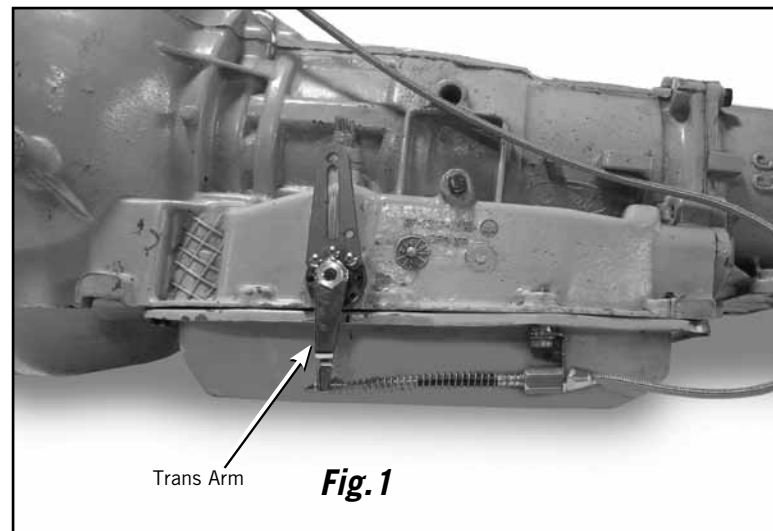


Fig. 1

Step 4: Install Lokar carburetor bracket and springs (Part # SRK-4000) onto driver's side rear stud of carburetor. Bolt kickdown adjuster bracket supplied with kickdown kit onto carburetor bracket using bolt and Nylock nut supplied with kickdown kit. (If not using Lokar Part # SRK-4000, mount parallel to valve cover to bottom hole on carb linkage). **Fig. 3**

Step 5: Install hex carb fitting with Lokar Cable Slide into lowest 1/4" hole on carb arm. Tighten hex carb fitting completely.

Step 6: Route cable housing up to kickdown adjuster. Mark cable housing for cut, adding 1" for slack. Be sure to remove inner wire before cutting!

Step 7: Install cable housing ferrule. Slide ferrule back up to the end of cable housing and slip into kickdown adjuster. Install inner cable by starting at trans arm. Feed through trans arm, spring, and housing up to carb, through Lokar Cable Slide Fitting, and into kickdown end-stop. There are two holes in the T.V. arm that the inner wire can be run through. These two holes allow the carb throttle to reach the wide open position before the T.V. arm does. If using a Holley style carburetor, install the cable in the hole furthest from where the arm is mounted to the shaft. If using an Edelbrock style carburetor, install the cable in the closest hole from where the arm is mounted to the shaft. After the installation is complete, check and make sure that only the throttle will reach wide open and that the T.V. lever does not bottom out. Check this by holding the throttle in the wide open position and push the T.V. lever in the same direction it is being pulled by the cable. The lever should move a small amount; this will insure that the T.V. cable will not over pull. With the carb at idle, slide end-stop up to gray clip and lightly tighten setscrew with Allen wrench supplied in kit. **(Continued on back)**



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Pressure adjustment instructions for use with a factory Ford pressure gauge or equivalent. (Not sold or supplied by Lokar)

Step 8: Attach T.V. Pressure Gauge with Hose to the T.V. port on the transmission. Use (0-60 psi) oil pressure gauge, or OTC tool #T86L-70002-A or equivalent.

Note: If service tool is not available, in order to avoid the exhaust system, obtain the following locally available material.

One 1/8-inch NPT Female Hansen Fitting.
One 1/8-inch NPT Male Hansen Fitting.
One 1/4-inch NPT 90 degree elbow connector.
One high-pressure hose fitting.

The pressure gauge should have 200mm (8 feet) of flexible hose to make the gauge accessible while operating the engine.

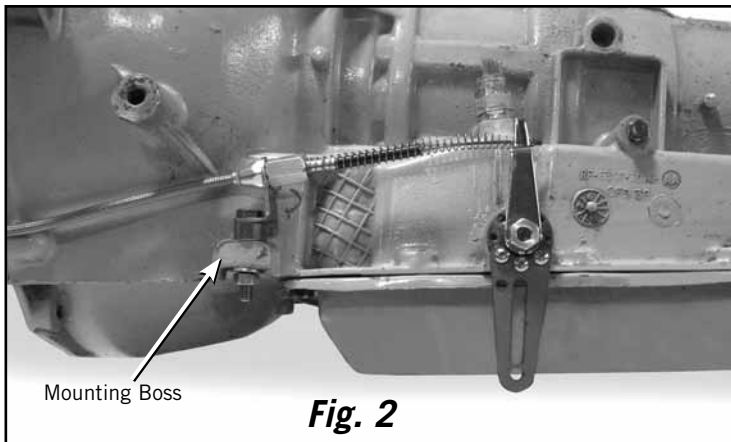


Fig. 2

Ford AOD Hi-Tech Kickdown Kit

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Step 9: Insert tapered end of the T.V. Cable Gauge OTC #T86L-70332A or Rotunda #307-152 between the kickdown end-stop on the end of the cable and hexcarb fitting and Lokar Cable Slide that attaches to the throttle lever. Push the T.V. Gauge Tool, forcing the aluminum kickdown end-stop away from the hexcarb fitting. Make sure gauge block is pushed in as far as it will go. (Telephone number is 1-800-533-5338 for OTC and you may order the tool direct from them.)

Step 10: Operate engine until reaching normal operating temperature. The transmission fluid temperature should be approximately 38°-70° C (100°-150° F). Do not make pressure check if transmission fluid is cold or too hot to touch.

Step 11: Set parking brake and place shift selector in NEUTRAL. With gauge tool in place and engine idling in NEUTRAL, the T.V. pressure should be (35 psi) using the following procedure.

Note: Do not check or set TV pressure in PARK.

Step 12: Make major adjustments by sliding the kickdown end-stop and pulling inner wire tighter, loosen setscrew with the wrench supplied, make your major adjustments, and then tighten screw. Make minor adjustments at the two nuts on the kickdown adjuster.

Step 13: When finished with all adjustments, remove the T.V. cable gauge tool.

Step 14: Remove gauge tool, allowing cable to return to its normal idle position. With engine still idling in NEUTRAL, T.V. pressure must be at or near zero. If not, reinstall gauge block. Repeat steps 9 through 12 but set T.V. pressure to a pressure less than (35 psi) but not less than (30 psi). Remove gauge block and recheck T.V. pressure to determine if it is at or near zero.

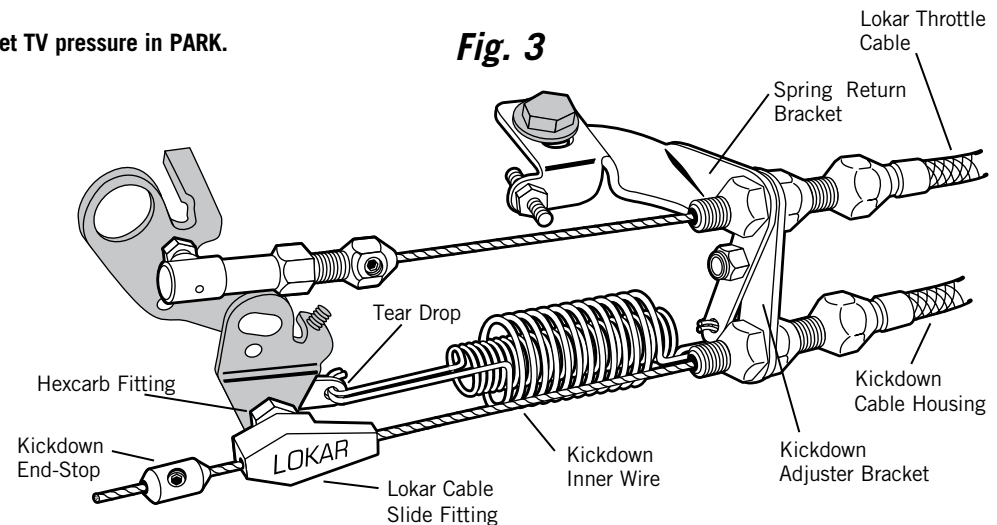


Fig. 3