**U-Cut-to-Fit Ford Speedometer Cable 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.

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

**Do not remove the anti-seize compound that has been applied to the threads on the trans end fitting.**

**Step 1:** Remove the inner wire from the cable housing on the new Lokar Speedometer Cable.

**Step 2:** Temporarily install the cable housing onto the speedometer. Route the cable housing to the transmission, making sure to keep it away from the exhaust. Do not make any sharp bends when routing the cable housing.

**Step 3:** It will be necessary to shorten the new cable housing. Mark the cable housing where it lines up with the speedometer cable connection on the transmission. Disconnect the cable housing from the speedometer and remove the cable housing from the vehicle.

**Step 4:** After cutting the cable housing, re-install the trans end fitting onto the end of the cable housing. Make sure the cable housing is pushed all the way into the trans end fitting, until it is bottomed out. Thread the compression nut onto the trans end fitting and tighten it until the cable housing is locked into the trans end fitting. **DO NOT** assemble the trans end fitting until after the cable housing has been cut to length!

**Step 5:** Install the provided o-ring into the groove on the trans end fitting. Install the inner wire into the cable housing with the square end towards the transmission. Install your original speedometer gear (not included) and gear retaining clip (not included) onto the trans end fitting, with the lip on the retaining clip pointing away from the transmission. **Fig. 3** Make sure the speedometer gear spins freely. Push the inner wire fully into the speedometer gear, twisting it as you go. When the inner wire is seated in the speedometer gear, the gear will turn if you twist the inner wire at the speedometer end.

**Step 6:** Lubricate the o-ring with a light coat of the oil or fluid that is correct for your transmission, and install the trans end fitting into the transmission. **Fig. 5** Remove the inner wire from the cable housing.

**Step 7:** Route the cable housing back up to the speedometer. At the speedometer head, mark the inner wire flush with the end of the speedometer end fitting. **Fig. 6** Remove the inner wire from the cable housing.

**Step 8**, **All Speedometers EXCEPT Early Ford:** Measure 5/16” back towards the transmission from your mark, and cut the inner wire there. **Fig. 6**

**Step 8**, **1948 & Earlier Ford Speedometers:** Measure 9/16” back towards the transmission from your mark, and cut the inner wire there. **Fig. 6**

**Step 9:** De-burr the end of the inner wire. Insert the inner wire as far as it will go into the cable tip. Insert the cable tip into the crimping die, making sure it is pushed all the way in.

**Step 10:** To crimp the cable tip, squeeze the crimping die jaws, not above them. **Fig. 7**

**Step 11:** Lubricate the inner wire with a light coat of the supplied silicone grease. Install the inner wire into the cable housing, making sure it bottoms out in the speedometer gear. It will likely be necessary to rotate the inner wire slightly in order to get it to align with the speedometer gear and slide all the way in.

**Step 12:** Do not overtighten the compression nut!

**Step 13:** Connect the new Speedometer Cable to the speedometer. **Fig. 8 & Fig. 9**

**Note:**
- 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.
- DO NOT assemble the trans end fitting until after the cable housing has been cut to length!
Transmission End, Assembled

NOTE: You MUST cut the Cable Housing to length BEFORE assembling!

Gear Retaining Clip (not included)

Fig. 3

Mark Inner Wire here

Compression Nut

O-ring

Speedometer Gear (not included)

Fig. 5

Squeeze Crimping Die with Vise

Crimping Die

Vise

Inner Wire

Cable Tip between the vise jaws

Fig. 7

All EXCEPT Early Ford Speedometer

Speedometer

Fig. 8

1948 & Earlier Ford Speedometer

Speedometer

Fig. 9

Hold Down Clip

1/4"-20 x 3/4" Button Head Bolt

Fig. 4

All Speedometers EXCEPT Early Ford

CUT HERE

Mark

5/16"

9/16"

To Transmission

1948 & Earlier Ford Speedometers

CUT HERE

Fig. 6

NOTE: You MUST cut the Cable Housing to length BEFORE assembling!