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## Ford C4 Bell Crank 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 for the component names.

**NOTE:** This Bell Crank Kit is required when the Lokar Transmount Shifter is installed at the very front of the shifter main plate.

**Step 1:** Install the Lokar Shifter Kit (not included) onto the transmission following the instructions that came with the shifter, but stop before measuring, cutting, and installing the threaded rod that connects the quad lever on the shifter to the trans arm on the transmission selector shaft.

**Step 2:** Put the shifter into Park and check the position of the quad lever on the shifter. The quad lever should be pointing to about the 4:30 to 5:00 position. If it is not, loosen the set screw in the top of the quad lever with a 1/8" Allen wrench and slide the quad lever off of the shaft. Reposition it on the shaft at approximately the 4:30 to 5:00 position, and retighten the set screw. **Fig. 2**

**Step 3:** Install the trans arm that came with the Lokar Shifter Kit onto the transmission selector shaft (not included) if you have not done so already. Rotate the transmission selector shaft clockwise until it is in Park. The trans arm should be pointing up with the 1/4" hole at approximately the 1:00 position. **Fig. 3** If it is not, then loosen the trans arm and reposition it on the selector shaft so that the 1/4" hole is at approximately the 1:00 position.

**Step 4:** Remove the two tail housing bolts from the driver side of the transmission, and install the bell crank mounting bracket using the supplied 3/8"-16 x 1-1/4" button head bolts and lock washers. **Fig. 4**

**Step 5:** Attach the linkage arm to the bell crank mounting bracket as shown in **Fig. 5**, using the 5/16"-24 x 1" button head bolt, flat washers, and nylock nut. The bolt can be inserted from either direction, but make sure the nylon friction washer is in between the linkage arm and the mounting bracket. Position the linkage arm pointing towards approximately the 1:00 position, and tighten the nylock nut. **Fig. 6**

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**Step 6:** Measure the distance from the center of the 1/4" hole in the linkage arm to the center of the 1/4" hole in the quad lever on the shifter (**Fig. 7** distance "A"). Subtract 1-3/4" from your measurement and write it down.

Next, measure the distance from the center of the 1/4" hole in the linkage arm to the center of the 1/4" hole in the trans arm on the selector shaft (**Fig. 7** distance "B"). Subtract 1-3/4" from your measurement and write it down.

**IMPORTANT:** After you have recorded your measurements, loosen the 5/16"-24 nylock nut on the linkage arm just enough so that the linkage arm can swing freely.

**Step 7:** Remove the rod ends from the threaded rods that came with the bell crank kit. Also remove two rod ends from the linkage that originally came with the Lokar Shifter Kit.

Mark one threaded rod "A" for the upper rod, and mark the other one "B" for the lower rod. Cut the threaded rods to the lengths you calculated in the previous step and deburr the cut ends. Make sure two 1/4"-28 jam nuts are on each threaded rod, and install a rod end on both ends of each of the threaded rods (using two rod ends from the Lokar Shifter Kit) to create the upper and lower rod assemblies. Each of the rod ends should be threaded on approximately 3/8".

When assembled, the center to center lengths of the upper and lower rod assemblies should match the original "A" and "B" measurements.

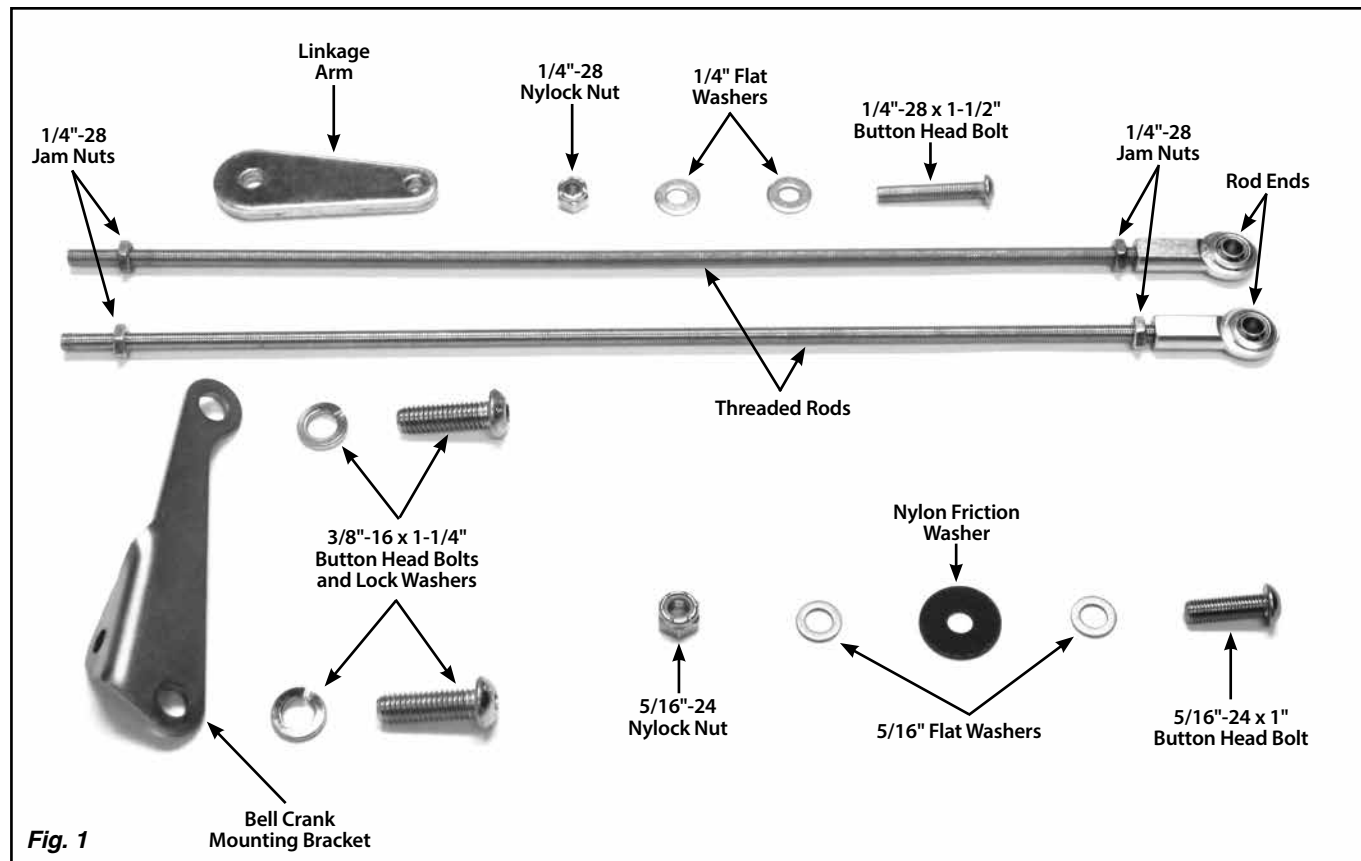
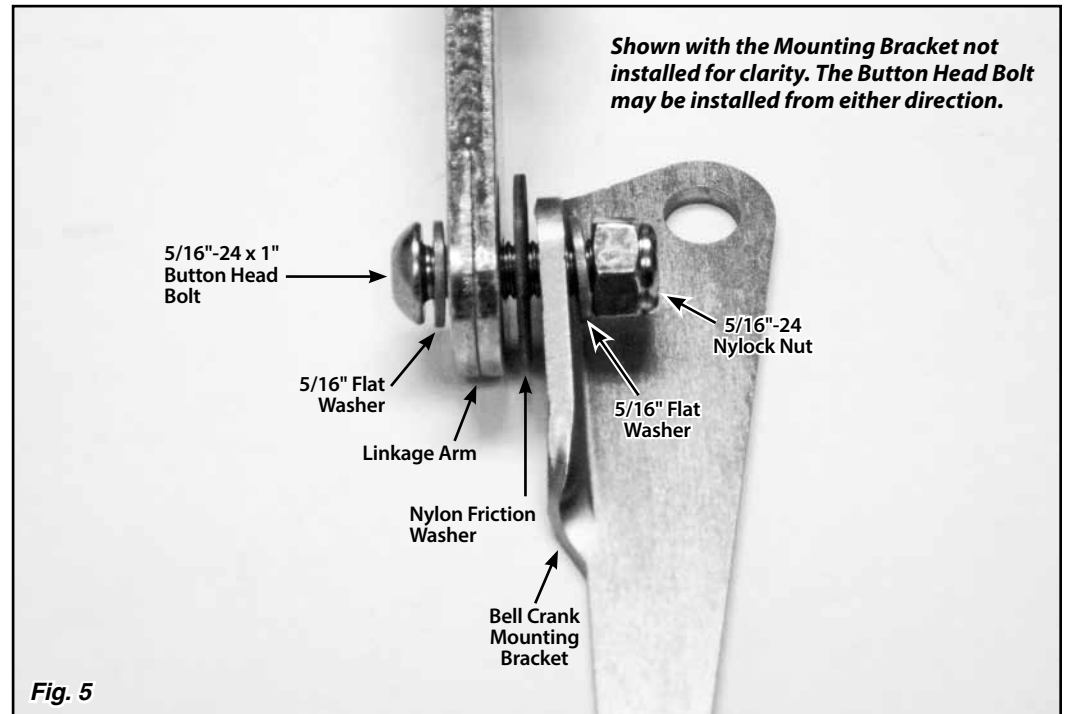
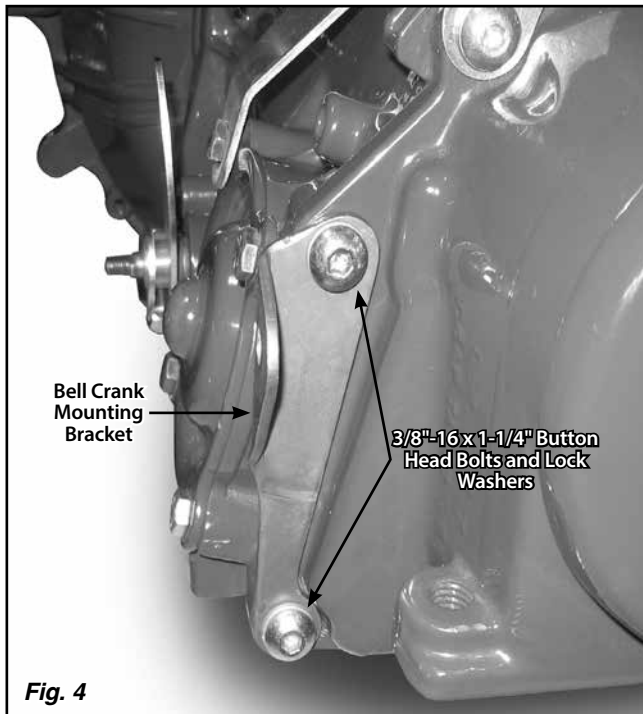
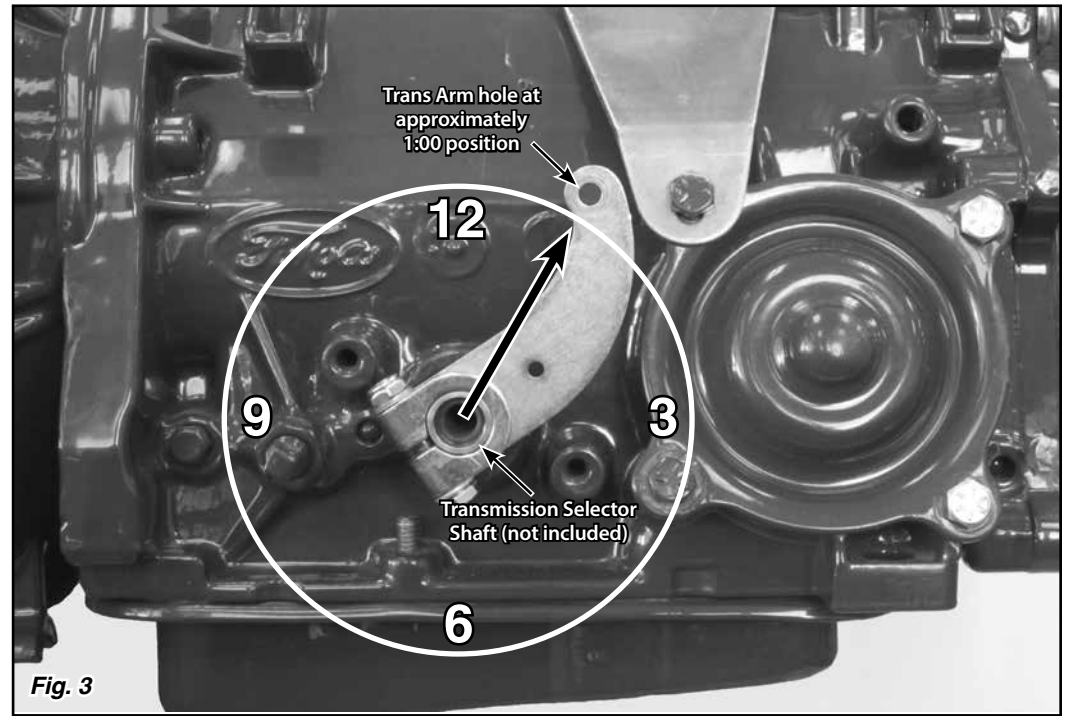
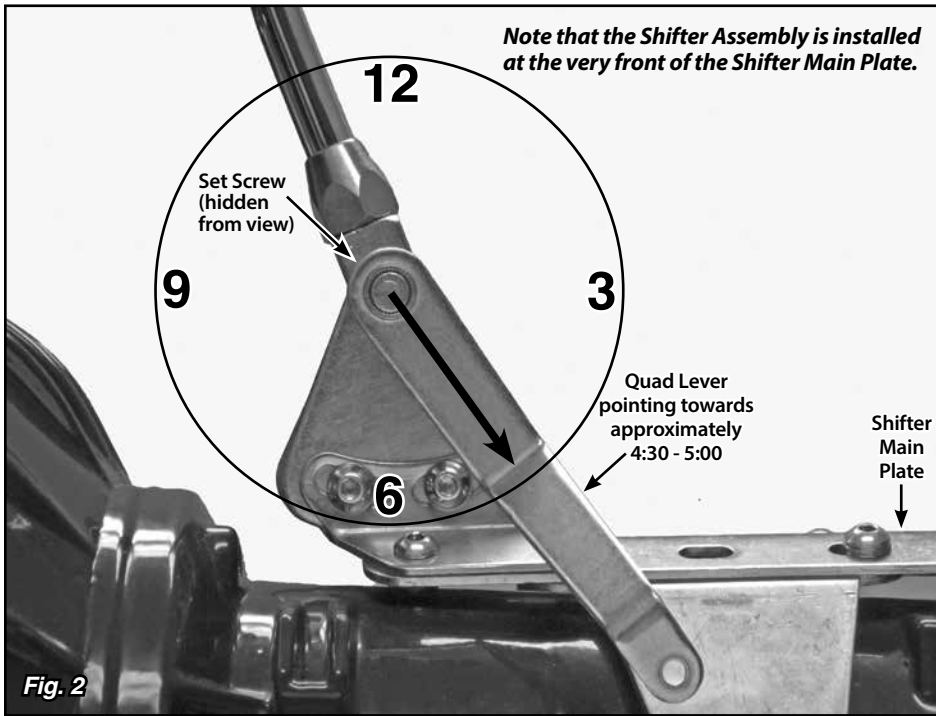
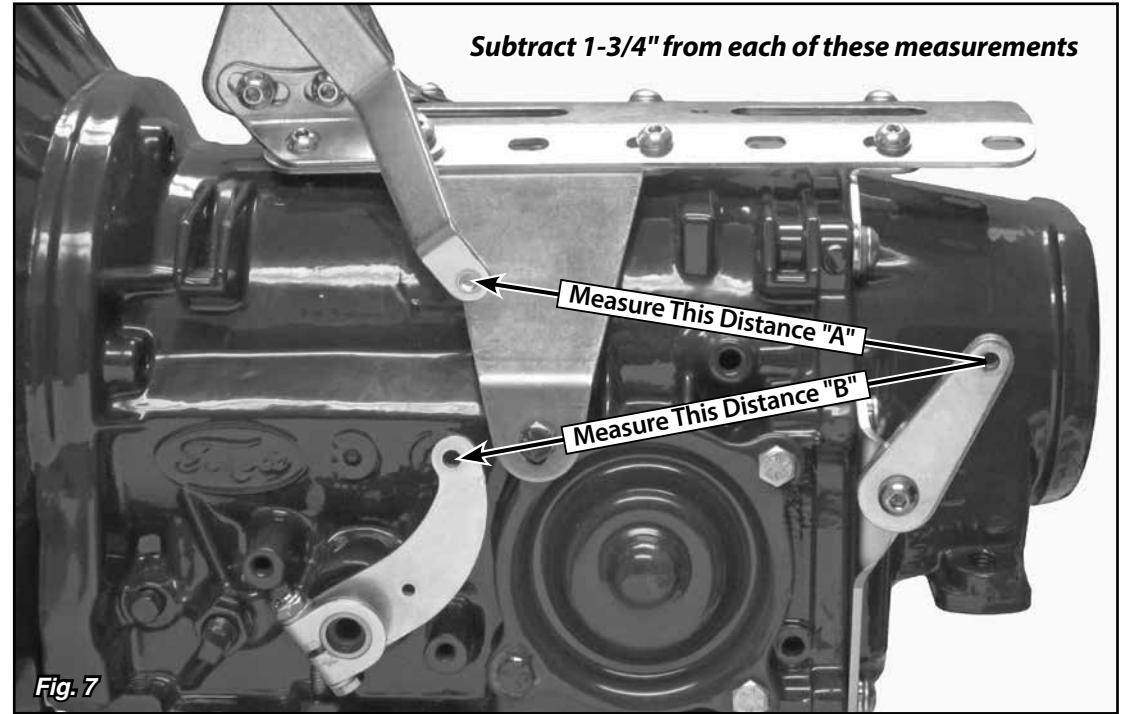
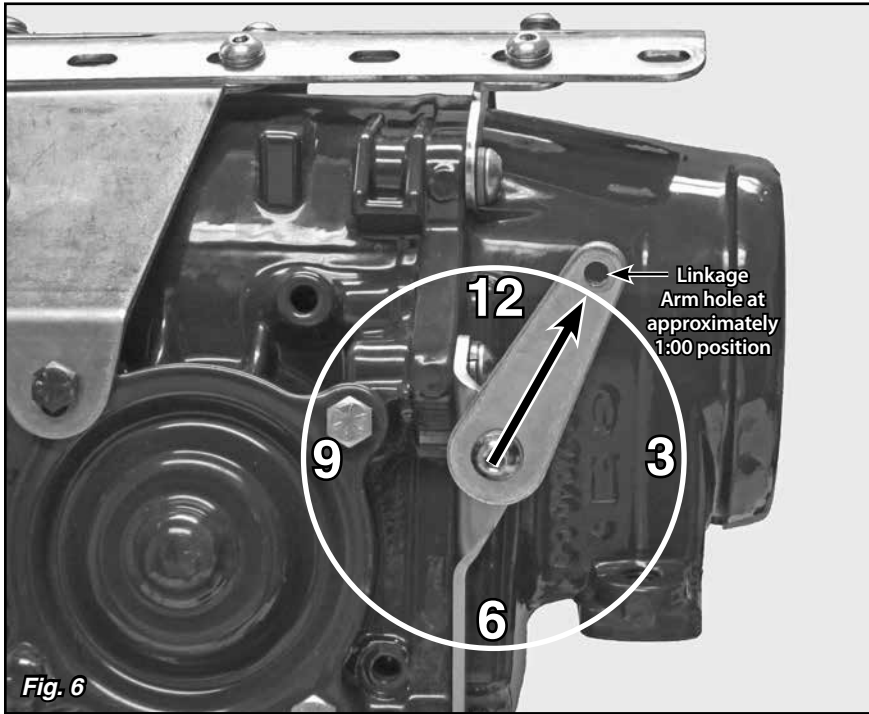


Fig. 1

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**Step 8:** Install the lower rod assembly (marked "B") onto the outside of the trans arm (away from the transmission) using the 1/4"-28 x 1" button head bolt and nylock nut that came with the Lokar Shifter Kit. The bolt can be installed from either direction, but make sure the rod end is sandwiched between the flat washer and the trans arm.

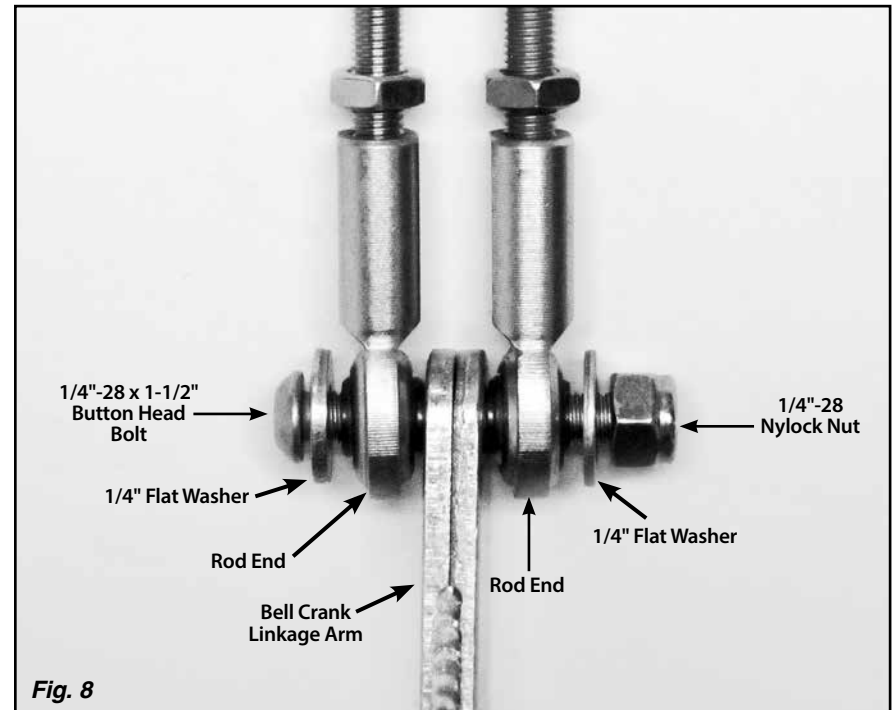
Connect the opposite end of the lower rod assembly to the outside of the linkage arm (away from the transmission) by inserting the supplied 1/4"-28 x 1-1/2" button head bolt with flat washer through the rod end and into the linkage arm (do not install the nylock nut yet). Double check to make sure the linkage arm is at approximately the 1:00 position, and adjust the length of the threaded rod assembly if needed.

**Step 9:** Make sure the shifter is in Park. Connect the upper rod assembly (marked "A") to the outside of the quad lever on the shifter using the 1/4"-28 x 1" button head bolt, flat washer, and nylock nut that came with the Lokar Shifter Kit. Make sure the rod end is sandwiched between the quad lever and the flat washer. The button head bolt can be installed from either direction.

**Step 10:** Install the opposite end of the upper rod assembly onto the 1/4"-28 x 1-1/2" button head bolt on the inside of the bell crank linkage arm (towards the transmission), adjusting the length of the upper rod assembly as needed. Install a flat washer and 1/4"-28 nylock nut onto the 1-1/2" button head bolt. **Fig. 8 and Fig. 9**

**Step 11:** With the shifter still in Park, check to make sure that there isn't any slack in the linkage, and that the linkage is not under tension. Make sure that the button in the shift knob moves up and down freely. Tighten the 1/4" jam nuts on the threaded rods. **Fig. 9** shows a completed installation.

For final adjustments and to complete the shifter installation, return to the Lokar Shifter Installation Instructions.



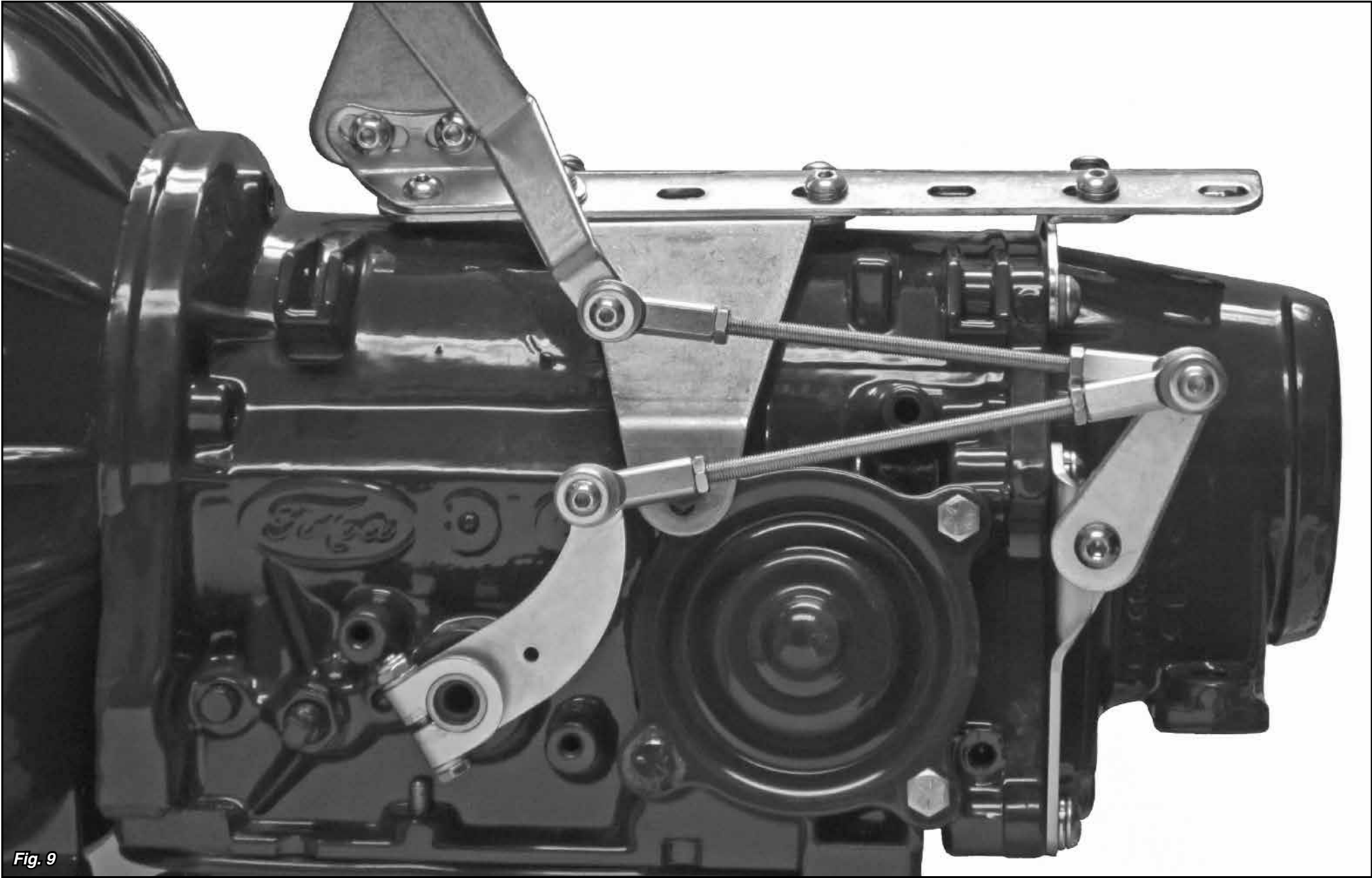


Fig. 9