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## TH400 Electric Kickdown Kit Installation Instructions

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### 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, and frame are properly grounded. We recommend applying anti-seize lubricant to all aluminum threads before final assembly.

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

This Kickdown Kit is designed to be used with a Lokar Cable Bracket that is appropriate for your particular carburetor or fuel injection system.

**Step 1:** Remove the cable end stop, kickdown throttle body fitting, and kickdown cable adjuster from the new Lokar Kickdown Cable. Leave the kickdown mounting bracket on the kickdown cable adjuster.

**NOTE:** If the cable housing is braided stainless steel, **DO NOT REMOVE** the ferrule!

**Step 2:** Remove the back cover from the aluminum switch box and remove the slide trigger and inner wire. **Fig. 3**

**Step 3:** Mount the aluminum switch box. The aluminum switch box is designed to be mounted to the bottom of the transmission on the driver side as shown in **Fig. 4**, but it can be mounted elsewhere if you like.

**NOTE:** If you are using a Lokar Back-Up Light or Neutral Safety Switch (# BL-1400U) or a Lokar Indicator Kit, the aluminum switch box for the kickdown will have to be mounted elsewhere, since the BL-1400U Switch and/or the Indicator cable bracket must be mounted on the driver side of the transmission.

If mounting the aluminum switch box on the bottom of the transmission, use the provided 5/16"-18 x 1-1/4" bolts with flat washers and spacers. The spacers go between the mounting bracket and the transmission pan.

**Step 4:** If the throttle cable has already been installed, disconnect the throttle cable from the throttle arm. If the engine already has a Lokar Cable Bracket installed, leave the bracket in place but remove the throttle cable adjuster from it.

If the engine does not already have a Lokar Cable Bracket installed, install one now, following the installation instructions provided with the Lokar Cable Bracket.

**Step 5:** The kickdown mounting bracket mounts onto the back side of the Lokar Cable Bracket. The throttle cable adjuster will pass through the top hole in both the new kickdown mounting bracket **AND** the Cable Bracket.

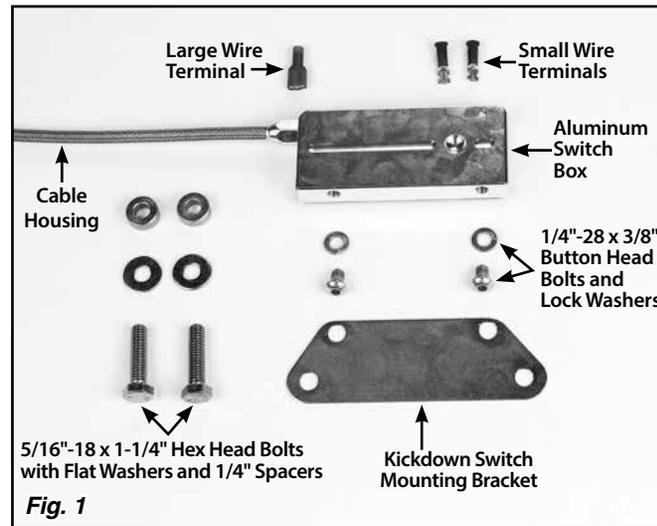


Fig. 1

**Step 5: (Continued)** Position the kickdown mounting bracket behind the Cable Bracket so the 5/16" diameter holes at the top of both brackets are aligned, the small 3/16" diameter holes near the center of the two brackets are aligned, and the kickdown cable adjuster is offset towards the driver side of the vehicle.

Attach the kickdown mounting bracket to the Cable Bracket using the supplied #8-32 x 1/2" button head bolt and nylock nut through the small 3/16" diameter center holes in both brackets, but do not tighten yet.

Insert the throttle cable adjuster (with the rear nut still installed) from the rear through the top holes in both brackets. Position it so the bracket is roughly centered in the threaded part of the cable adjuster. Install the front adjuster nut.

Tighten the throttle cable adjuster nuts, the button head bolt and nut, and the kickdown cable adjuster nuts. **Fig. 5**

**Step 6:** Route the cable housing up to the kickdown cable adjuster. **Make sure the inner wire is removed from the cable housing.** If the cable housing is braided stainless steel, slide the ferrule down the housing towards the aluminum switch box, away from the end that is being cut. **Fig. 6** If the cable housing is braided stainless steel, **DO NOT** remove the ferrule! If the cable housing is black universal or Vintage Series, remove the ferrule.

Measure the distance between the kickdown cable adjuster and the aluminum switch box. Add 1" to the measurement and cut the cable housing to that length.

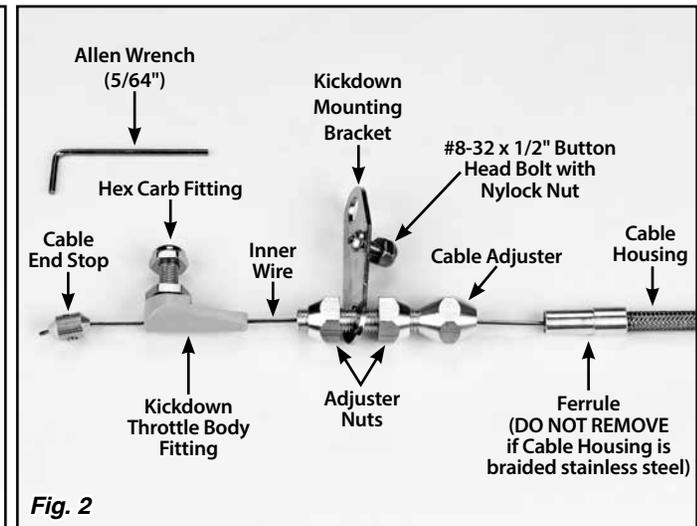


Fig. 2

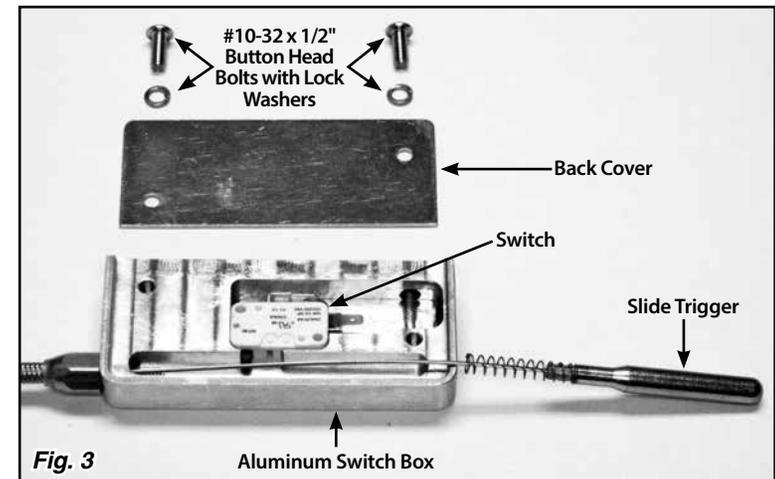
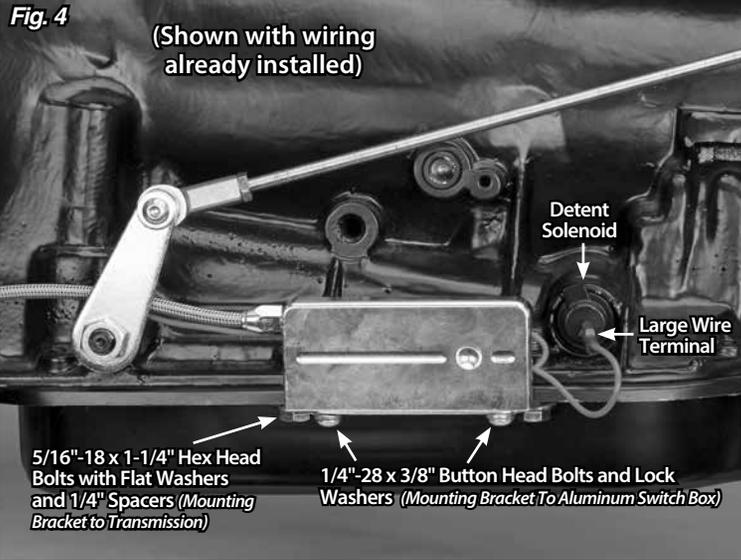


Fig. 3

**Step 6: (Continued)** If the kickdown cable has the braided stainless steel housing, wrap tape around the area to be cut and use a cutoff wheel or fine-toothed hacksaw to cut the cable housing. If the kickdown cable has the black universal or Vintage Series housing, cut the cable housing with heavy duty 8" diagonal cutting pliers or a hacksaw. Lokar recommends Klein brand Diagonal Cutting Pliers # D2000-28, available at The Home Depot or through W. W. Graingers, Part # 4A838.

After cutting the cable housing, put the ferrule back in place at the end of the cable housing. The ferrule does NOT need to be crimped or otherwise attached in place. Insert the cable housing and ferrule into the kickdown cable adjuster.

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**Step 7:** The tear drop (not included, part of the Lokar Cable Bracket) will be attached to the throttle arm by the hex carb fitting. Separate the hex carb fitting from the kickdown throttle body fitting. Install the hex carb fitting and the tear drop onto the throttle arm as shown in **Fig. 5**. Hook the return springs (not included, part of the Lokar Cable Bracket) to the tear drop. Snug the hex nut down, and then back it off just far enough that the tear drop can rotate freely.

**Step 8:** Separate the aluminum switch box from the mounting bracket by removing the two 1/4"-28 x 3/8" button head bolts.

**Step 9:** Make sure the spring is still in place on the inner wire, and reinstall the inner wire into the kickdown cable housing. Position the slide trigger back into its slot in the aluminum switch box.

**Step 10:** Feed the wires (not included) through the rubber grommet into the aluminum switch box, and install the two small wire terminals onto the ends of the wires. Connect both of the wires to the switch terminals. It does not matter which wire is connected to which terminal.

**Step 11:** Reinstall the back cover onto the aluminum switch box, using the #10-32 x 1/2" button head bolts and lock washers you removed earlier, and tighten the bolts with a 1/8" Allen wrench. Then, reinstall the aluminum switch box onto the mounting bracket, using the 1/4"-28 x 3/8" button head bolts and lock washers you removed earlier, and tighten with a 5/32" Allen wrench.

**Step 12:** Connect one of the wires from the aluminum switch box to a switched power source with a 5 amp or greater fuse. Install the remaining large wire terminal onto the end of the other wire, and connect it to the **vertical** terminal on the detent solenoid on the transmission. **Fig. 7**

**NOTE:** The detent solenoid may have either one or two terminals.

**Step 13:** Install and adjust the throttle cable (not included). Before connecting the kickdown inner wire to the throttle arm, make sure the throttle cable is properly adjusted. Verify the throttle is wide open while you have a helper hold the accelerator pedal to the floor. Once you are sure the throttle cable is adjusted correctly, slide the kickdown throttle body fitting onto the kickdown cable inner wire, and connect the kickdown throttle body fitting to the hex carb fitting.

**Step 14:** This step will also be much easier with a helper. Slide the kickdown cable end stop onto the inner wire. Move the throttle to wide open and hold it there while pulling the kickdown inner wire as tight as possible. Slide the cable end stop up against the kickdown throttle body fitting and tighten the set screw using the supplied 5/64" Allen wrench. Release the throttle.

The kickdown cable is properly adjusted when the following conditions are met:

- You are able to open the throttle to the wide open position without interference from the kickdown cable.
- With the throttle wide open, you are not able to pull the kickdown cable out any further.

Minor adjustments can be made using the kickdown cable adjuster on the Cable Bracket. Double check to be sure all throttle and kickdown linkage operates freely without binding and the throttle returns to the closed position when the pedal is released. Then, test drive. Once the kickdown cable is correctly adjusted and operating properly you can cut off the excess inner wire, leaving about 1/2" extending beyond the cable end stop to allow for future adjustment if needed.

