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# Shifter Lever Installation Instructions

For Changing to a Different Length or Style Lever

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## Shifter Lever Installation Instructions For Changing to a Different Length or Style Lever

### 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.

We recommend using anti-seize lubricant on all aluminum threads.

These instructions are for customers who already have a Lokar automatic transmission shifter and would like to change to a taller, shorter, or different style shifter lever.

**Step 1:** Make sure the shifter is in "PARK". Remove the shifter knob and release button from the shifter lever.

#### Shifters manufactured from 1995 to Present:

- Loosen the upper jam nut underneath the shifter knob. **DO NOT** remove the set screw from the shifter knob.
- Unscrew the shifter knob to remove it from the shifter lever.

#### Shifters manufactured Before 1995:

- Remove the 1/4"-20 dog point set screw in the bottom of the shifter knob, using a 1/8" Allen wrench.
- Loosen the aluminum nut under the shifter knob, using a 9/16" open end wrench.
- Depress the release button on the shifter knob and rotate the knob to about the 3 o'clock position. Remove the #10-32 set screw inside the button, using a 3/32" Allen wrench.
- Hold the release button down and turn the shifter knob counter-clockwise to remove it.

**Step 2:** Using a 15/16" open end wrench, loosen the lower jam nut at the bottom of the shifter lever. Unscrew the shifter lever completely, and remove it from the shifter assembly.

If you are:

- changing to a shorter shifter lever, or
- changing from a double bend lever to a single bend lever of the same length

Test fit the new lever by sliding it onto your original inner rod. Some older Lokar shifters used a larger diameter inner rod that will not work with a new shifter lever. If the new lever fits on your original inner rod, it is usually not necessary to disconnect the shifter linkage or remove the shifter assembly, so you can skip to **Step 9**.

**Step 2: (continued)**

If:

- the original inner rod is too large in diameter for the new shifter lever to fit, or
- you are changing to a taller shifter lever, or
- you are changing from a single bend lever to a double bend lever of the same length

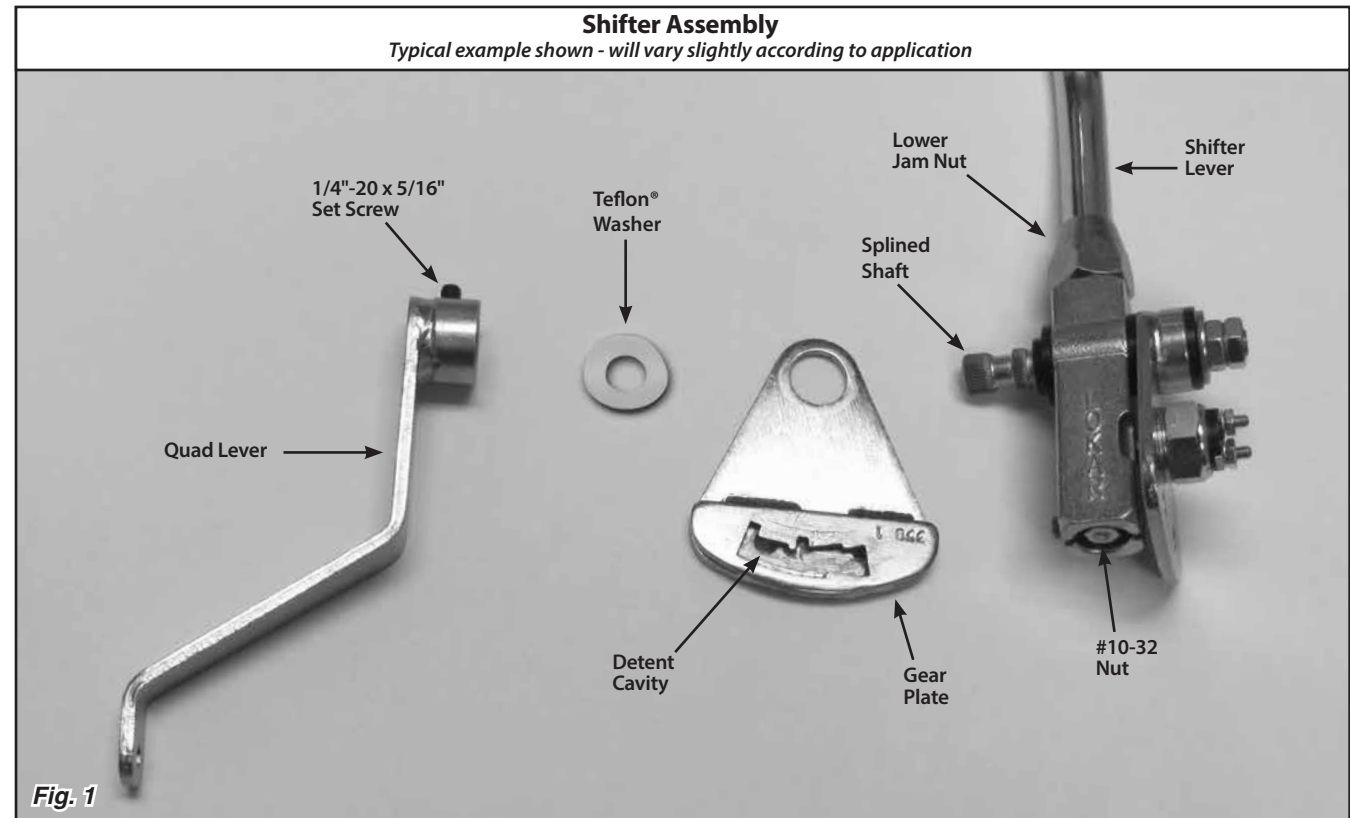
Proceed to **Step 3**.

**Step 3:** Disconnect the shifter linkage from the quad lever, unbolt the shifter assembly from its mounting brackets, and remove the shifter assembly from the vehicle. **Fig. 1**

**Step 4:** Using a file or scribe, mark the position of the quad lever in relation to the splined shaft in order to ensure proper alignment during reassembly. Use a 1/8" Allen wrench to loosen the 1/4"-20 x 5/16" set screw in the quad lever, and slide the quad lever off of the splined shaft. Remove the white Teflon® washer and gear plate from the splined shaft.

**Step 5:** Hold the inner rod firmly just above the shifter body with a pair of pliers, and remove the #10-32 nut and lock washer from the bottom end of the shifter's inner rod using a 3/8" socket. Slide the lock dog off of the inner rod and remove the other #10-32 nut. Pull the inner rod completely out of the shifter body, being careful not to lose the lock dog shaft spring. **Fig. 2**

**Step 6:** Clean the inside of the shifter body. Apply a generous coat of synthetic multi-purpose grease to the inside of the shifter body. Remove the lock dog shaft spring from your old inner rod and install it onto the new inner rod. The lock dog shaft spring is slightly tapered; make sure the smaller end is up (towards the shifter knob end) on the inner rod.



**Fig. 1**

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**Step 7:** Install the new inner rod with the lock dog shaft spring into the shifter body. Install one of the #10-32 nuts onto the inner rod, leaving 1/2" of exposed threads. Reinstall the lock dog with the extended tab on the bottom left as shown in **Fig. 2**. Apply blue thread locking compound to the threads on the inner rod, and install the lock washer and remaining #10-32 nut onto the inner rod.

**Step 8:** Clean the gear plate, and pack the detent cavity with synthetic multi-purpose grease. Reinstall the gear plate onto the shifter body. You will have to slightly depress the inner rod to get the extended tab on the lock dog to go into the detent cavity. Reinstall the Teflon® washer and the quad lever, making sure that the marks you made in **Step 4** line up. Tighten the 1/4"-20 x 5/16" set screw on the quad lever using a 1/8" Allen wrench.

**Step 9:** Apply a generous coat of synthetic multi-purpose grease to the inner rod. Slide the new shifter lever over the inner rod and screw the lever all the way into the shifter body until it stops. **DO NOT** use thread locking compound on the shifter lever. Then, unscrew the shifter lever three full turns and line it up straight with the shifter lever bend towards the rear.

Snug down the lower jam nut using a 15/16" open end wrench. Screw the upper jam nut onto the new shifter lever, leaving one to three threads exposed below the jam nut.

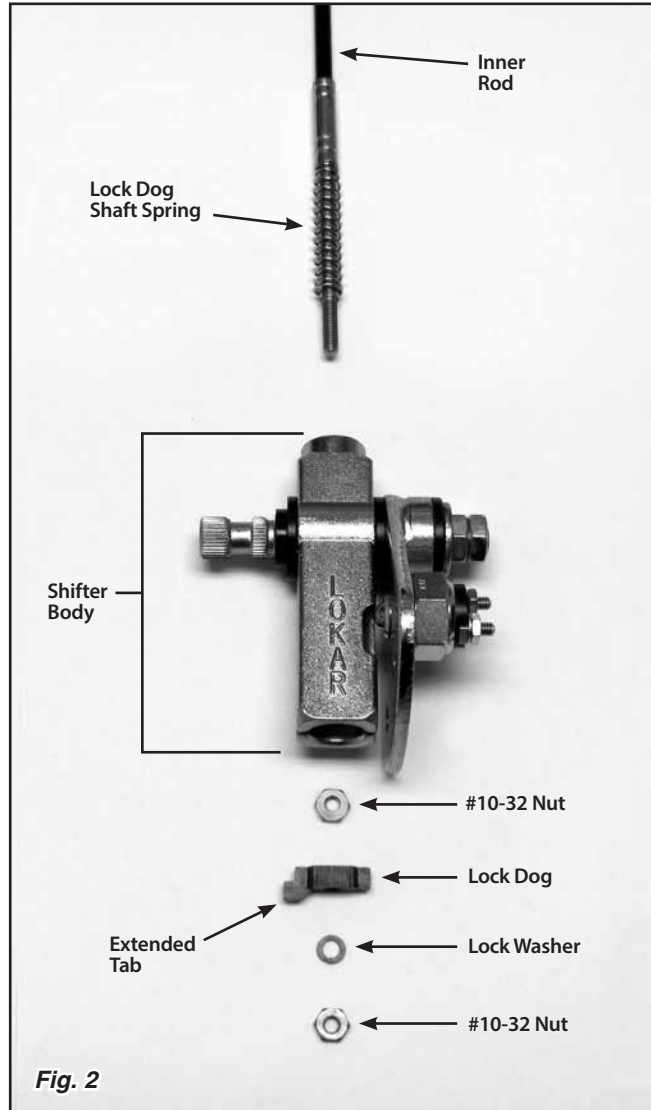
**Step 10:** If the shifter assembly was removed from the vehicle, reinstall the shifter assembly onto the vehicle. Push down on the inner rod and put the shifter into the "**PARK**" position, and connect the linkage.

**Step 11:** The inner rod will need to be cut to fit using heavy-duty 8" diagonal cutting pliers. With the shifter in "**PARK**", if you are installing a straight shifter lever or a single bend shifter lever, cut the inner rod 1" above the top thread on the shifter lever. If you are installing a double bend shifter lever, cut the inner rod 1-1/4" above the top thread on the shifter lever. **Fig. 3**

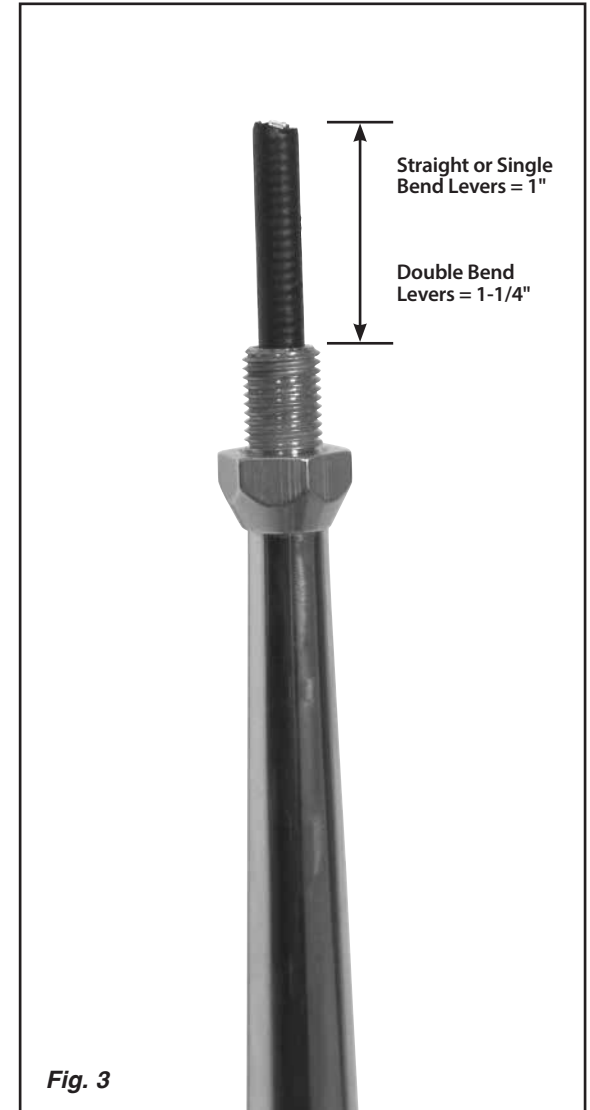
**Step 12:** Reinstall the shift knob by reversing the removal procedure. **DO NOT** use thread locking compound on the shifter lever or knob. On shifters manufactured from 1995 to present, turn the shifter knob until the release button is flush with the body of the knob. Do not turn it further than flush.

If the shifter does not lock in "**PARK**", loosen the knob or the lever one turn. If the shifter will not come out of "**PARK**" with the release button fully depressed, tighten the knob or the lever one turn.

If you are also changing the angle of the shifter with the new lever, you will need to readjust the shifter linkage. Refer to the adjustment procedure in the Lokar shifter installation instructions.



**Fig. 2**



**Fig. 3**