



These installation instructions are virtually identical for both 4 speed and 5 speed L-body cars however, the 4 speed cars typically do not have the 13mm ball stud that is present on all 5 speed cars to snap your new shift rods down onto. For this reason, the 4 speed shift rods come with a set of 4 separate 13mm ball studs to take the place of the nylon insert that is found in the original shift rod lever arms. In brief, you remove the old shift rods AND the nylon shift rod bushings from the shift levers and install the 13mm studs that come in your shift rod kit. There are detailed pictures showing this on the 3rd page of these instructions.

Installation of the TurboDodgeParts.com l-body quick-fit shift rods is very easy and straight forward. In brief, all you have to do is remove the existing shift rods and pop on the new ones and set the locks in place. Typical installation time should be less than thirty minutes and will only require a common mechanic hand tools such as a screwdriver and open ended wrench or two. These are the only tools needed to pop off the old shift rods and loosen/tighten the jam nut on the shift rod tube connector.

STEP 1: Remove the old shift rods from the shift levers. These are usually not difficult to remove and can often be removed with a little upward pressure from a screw driver or other suitable prying tool. Get under the old plastic end connector of the old rod and apply upward pressure. The old rod should pop off it's 13mm attachment ball.

STEP 2: Remove the shift rod tube connector from the differential bracket lever. This plastic connector is at the opposite end of the long shift tube where it is connected to the bottom of the shift handle. On the transmission end of this long shift tube, there is a plastic connector that locates on the differential cover shift lever assembly. It is attached to the lever on the 13mm attachment ball. Using a screwdriver or similar prying tool, upward force will cause the plastic connector to be released from the 13mm attachment ball.

STEP 3: Remove the plastic connector from the end of the shift tube. Using a 15 mm open end wrench, loosen the jam nut on the end of the long shift tube and turn the plastic connector counter-clockwise to remove the connector. Sometimes, these can be very stubborn to remove and you may have to apply heat and/or a penetrating oil and force to get the bolt to turn initially. No need to be concerned about breaking the plastic connector apart to get to the bolt with a pair of vice-grips for more force. If you can't get it to turn with a pair of grips, use a torch to heat the end of the rod, and then try again while it is still quite hot. It will come out if you get it hot enough. Just don't use so much force that you snap off the bolt in the tube requiring you to then drill and tap the 10mm x 1.5 thread hole out again. If it is stubborn, heat is the answer. Use caution, safety glasses and have a lot of respect for the properties of hot metal on skin! It's easy to get in a hurry and forget this....Ouch!

STEP 4. (Style 1) Install the two shift rods on to the shift levers. First remove the simple lock-wire spring by pushing up on its little handle located at the base of the ball housing.

Note that the rod with three bends should be installed so that the bends hang downward towards the floor, not outward towards the firewall. If it's not hanging down, it is on backwards.

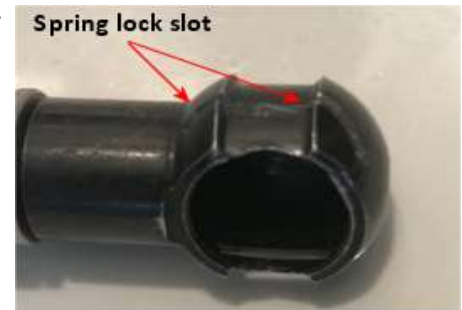


The balls have an internal lock also. when the ball slides over the 13mm attachment ball, you will hear or feel a definite snap when it goes into place. Once the balls have been installed on the levers, reinstall the spring lock-wire by inserting the straight end through the small ball holes and then set the spring-lock down into the locked position by pushing the handle in the locked position over the base of the ball.

STEP 4. (Style 2) First remove the simple spring steel lock ball lock by pushing the spring lock over the end of the cap. It is not necessary to use a lot of force or to bend the spring lock, it slips off the end of the cap. A slight amount of pressure with a fingernail or a small tool like a miniature screwdriver is all that is needed. The first one might seem difficult, once you see how it comes off, the others will be much easier. Installation is the reverse, the spring lock just slips back into place and locks the cap on the 13mm ball stud. Install the two shift rods on to the shift levers.



Note that the rod with three bends should be installed so that the bends hang downward towards the floor, not outward towards the firewall. If it's not hanging down, it is on backwards.



STEP 5: Install the shift rod tube end on the end of the shift tube. This is done by placing the larger jam nut as CLOSE to the smaller silver nut as possible. Then apply some red locktite to the exposed threads and screw the new connector into your shift tube, with the opening of the ball finally pointing down once the stud is fully inserted. Then tighten ONLY THE LARGER JAM NUT. The smaller silver nut has been



locktite'd into place and you should avoid moving it. The ball has also been locktite'd onto the stud so that it will not easily be moved. Once you have the shift tube rod connector in place, install the spring-lock by inserting the straight portion of the lock wire through the small ball holes and then pushing the lock handle down around the base of the ball just like on the shift rods in step 4.

L-Body Quick Fit Shift Rods



L-Body Quick Fit Shift Rods for 4 Speed Cars



For L-body cars equipped with 4 speed transmissions, the Quick-Fit shift rods have a slightly different appearance however the operation is virtually the same as for 5 speed cars. Early 4 speed equipped cars do not have shift levers that include the later 13mm ball stud to mount the later style shift rods. Early 4 speed cars use a primitive stud-less design that includes just a bent shift rod and a nylon bushing in the shift lever.

Installation of Quick-Fit shift rods on a 4 speed car is very straight forward. You simply remove the old shift rods from the shift levers AND the nylon bushing that is installed in the shift lever. This nylon bushing is what the end of the original shift rod was inserted into.

The Quick-Fit kit for 4 speed cars comes with a separate 13mm ball stud with two high strength washers, a centering shim and a nylon lock nut. To install the studs, after you remove the nylon bushing, you sandwich the shift arm lever between the two high strength washers with the centering shim in-between, then with a wrench on the ball stud end, you tighten the nylon lock nut. The smaller centering shim is there to help center the stud in the shift lever bushing hole. It is meant to be a tight fit on purpose to get a good solid center that will not allow the stud any lateral movement once installed. It may be required to clean or scrape the diameter of the hole in the shift lever before installing the 13mm ball stud since over many years it's likely that some rust has accumulated in the bore. Cleaning the hole well will help the centering shim to seat firmly inside the hole. But it is meant to be a tight fit and tightening the nylon lock nut will serve to compress the large high strength washers and push the centering shim into the proper position.

ALSO NOTE THAT THE 4 SPEED CARS LONG SHIFT TUBE THAT GOES FROM THE SHIFTER HANDLE TO THE SHIFT LEVER ON THE SUBFRAME HAS NO PROVISIONS FOR A BOLT IN STYLE CONNECTOR. THERE IS A SIMPLE HOOK AND GROMMET DESIGN IN THIS POSITION UNLIKE THE 5 SPEED CARS THAT HAVE A BOLT IN CONNECTOR. ON 4 SPEED CARS, THE QUICK-FIT SET WILL COME WITH A REPLACEMENT NYLON GROMMET FOR THIS SHIFT TUBE. REPLACE YOUR SHIFT TUBE GROMMET IF IT SEEMS WORN OR LOOSE, OTHERWISE SAVE THE NEW GROMMET FOR A LATER SERVICE.

