



QUALITY... PLAIN & SIMPLE®

4L80E Anchor-Tight® Locking Flexible Transmission Dipstick 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 applying anti-seize lubricant to all aluminum threads before final assembly.

The **Direct Mount** Dipstick has a short flexible dipstick tube and does not have a mounting bracket.

The **Transmount** Dipstick attaches to a transmission bellhousing bolt, just like the original dipstick.

The **Firewall Mount** Dipstick is approximately 28" in length from the mounting bracket down to the grommet that goes in the transmission. Different lengths are available by special order. This Dipstick can be mounted to the firewall or wherever it is most convenient in the engine compartment. The Firewall Mount is the most versatile type of Dipstick and is often the best choice when there is little room in the engine compartment.

Refer to Fig. 1, Fig. 2, and Fig. 3 for the component names.

How to Use the Spring Loaded Locking Mechanism:

To insert or remove the dipstick handle and inner measuring cable, push the upper retaining sleeve downwards away from the handle and hold it down while inserting or removing the handle and inner measuring cable. See Fig. 4.

The Firewall Mount Dipsticks have a locking quick-disconnect fitting near the bottom. This allows you to remove the dipstick tube assembly for easier installation or removal of the transmission. To remove the dipstick tube assembly from the transmission, push the lower retaining sleeve downwards and hold, while pulling up on the dipstick tube assembly.

A transmission storage plug is included with the Firewall Mount Dipsticks. Place this storage plug into the pan fitting when the dipstick tube assembly has been removed. This helps prevent fluid spillage. Fig. 5

NOTE: DO NOT disassemble the retaining sleeve mechanism(s). **DO NOT** remove any nuts securing the braided stainless steel hose to the pan fitting or dipstick tube assembly.

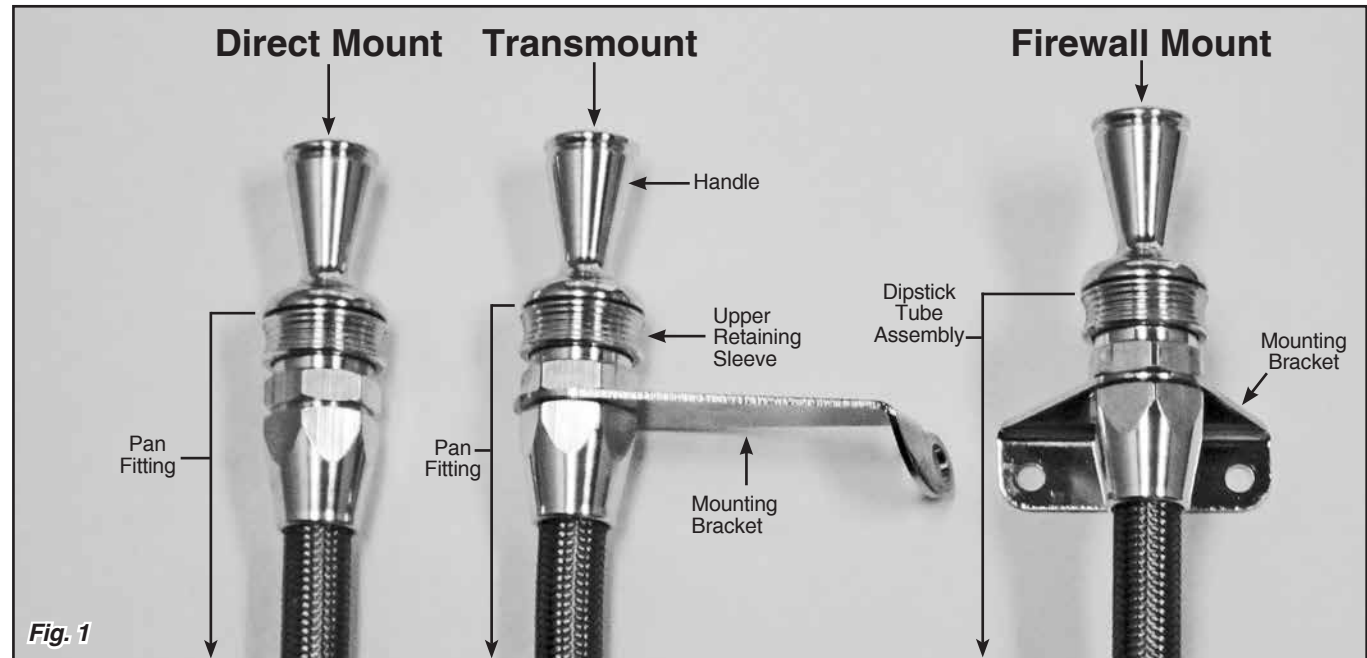
Step 1: Clean the dipstick opening on the transmission, making sure it is free from all debris or burrs.

Step 2: Drain the transmission fluid and remove the transmission fluid pan. Remove the original dipstick and dipstick tube from the transmission.

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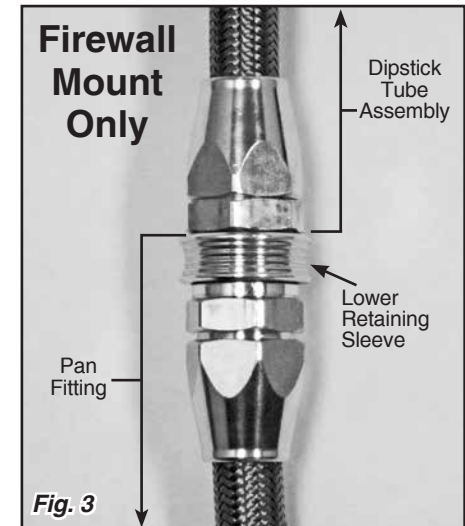
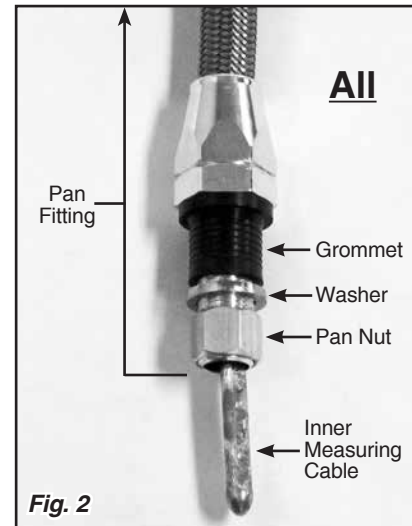


Step 3: Remove the pan nut and washer from the pan fitting on the new Lokar dipstick. **Lubricate the rubber grommet with clean transmission fluid.** Install the pan fitting and rubber grommet into the transmission. (This should be a tight fit). Install the washer and the pan nut onto the pan fitting. Torque the pan nut to 20 inch-pounds. **Do Not Overtighten!** Fig. 6

Step 4, Direct Mount: Skip to Step 5.

Transmount: Install the mounting bracket onto the bell housing using the appropriate existing bell housing bolt. Make sure the dipstick tube assembly is not touching the exhaust at any point.

Firewall Mount: Route the dipstick tube assembly to the desired location (firewall, inner fender, etc.) and install the mounting bracket using two screws of your choice (not included). Make sure the pan fitting and dipstick tube assembly are not touching the exhaust at any point.



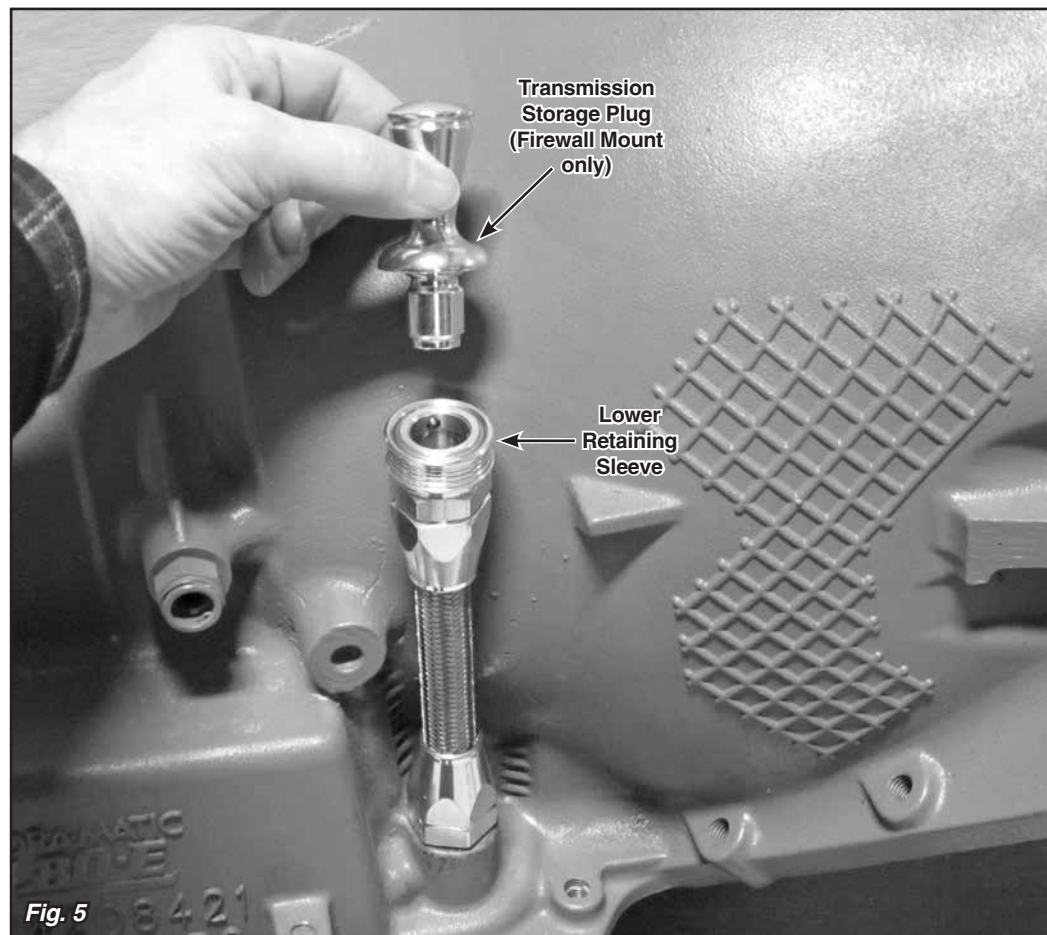
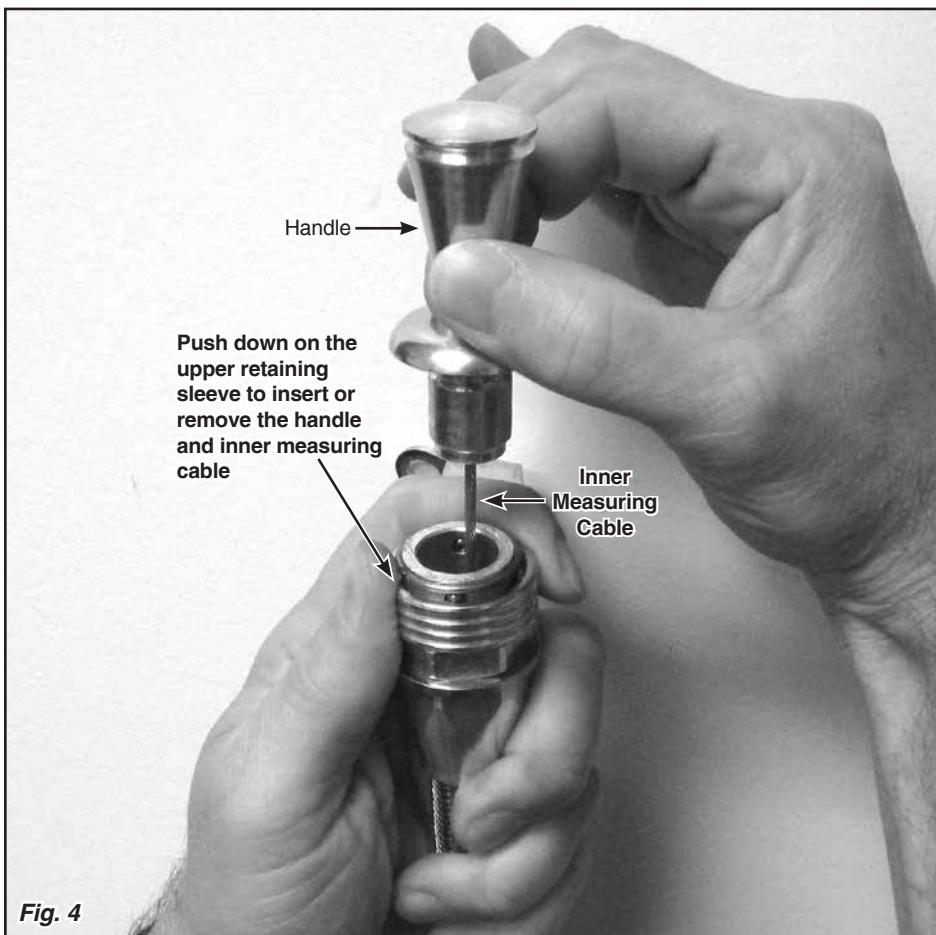


Fig. 4

Fig. 5

Step 5: The amount of transmission fluid that is required can vary greatly depending on your specific situation and combination of components (fluid cooler, torque converter, transmission pan, etc.). Check with the manufacturer(s) to determine approximately how much transmission fluid will be required for your particular situation and combination of components.

Using a suitable funnel, fill the transmission with the appropriate amount of fluid. Return the dipstick handle and inner measuring cable into the pan fitting (or dipstick tube assembly if Firewall Mount), being sure that the handle is snapped down in its locked position when checking the fluid level. The upper retaining sleeve **MUST** be pushed down in order for the handle and inner measuring cable to be fully inserted. This will ensure that the transmission fluid is at the appropriate level. **Fig. 7**

NOTE: Be sure to follow the transmission manufacturer's recommended procedure when checking the transmission fluid level (engine running or not, fluid hot or cold, shifter in a particular position, etc.).

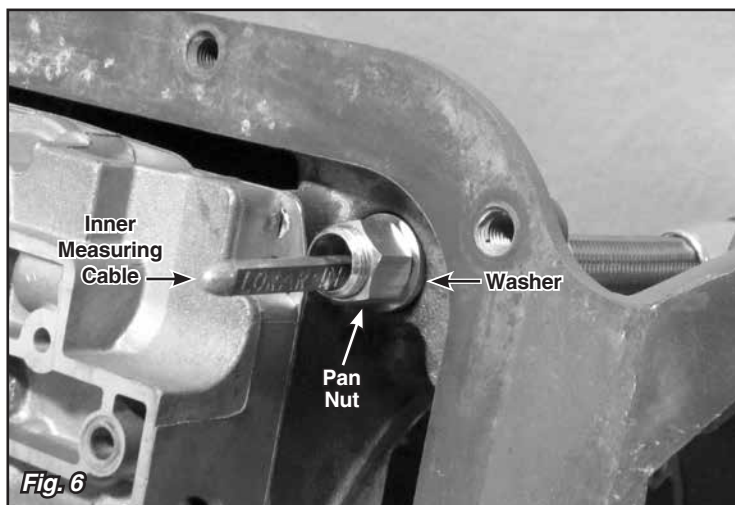


Fig. 6

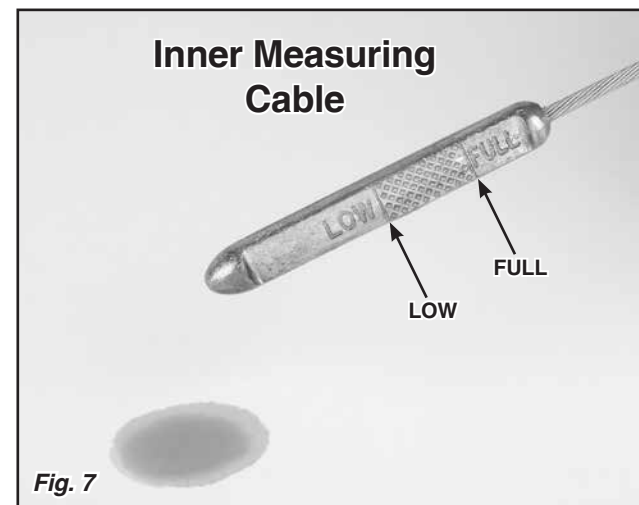


Fig. 7