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GM EFI Hi-Tech Kickdown Kit Installation Instructions

For TH350, 700-R4, TH200, TH200-4R, and 4L60

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.

NOTE: This Lokar Kickdown Kit is designed to be installed with a Lokar Tuned-Port Bracket (either a Double Stud or Triple Stud), LT1 or LT4 Bracket, or Ram Jet Bracket, but it will fit other applications as well. The Lokar Kickdown Cable is designed to be cut-to-fit.

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

Step 1: Remove the cable end stop, kickdown throttle body fitting, and kickdown cable adjuster from the new Lokar Kickdown Cable. **DO NOT remove the ferrule from the cable housing if the cable housing is braided stainless steel!** Remove the inner wire from the cable housing.

Step 2: From the engine end of the kickdown cable housing, install the tube hold down clip onto the cable housing with the lip pointed downwards, and slide it down to the trans tube at the opposite end of the cable housing. Temporarily install the cable housing onto the transmission without the O-ring(s) and inner wire. **Note: Some original kickdown cables used a top-hat style seal in the transmission. Verify that there isn't a seal remaining in the kickdown cable hole in the transmission.** Loosely install the bolt for the tube hold down clip, to keep the cable housing from accidentally coming out of the transmission.

Note: TH200 and TH350 transmissions could have originally come from the factory with either a standard or a metric bolt for the trans tube hold down clip. For those applications, we have included both a standard 1/4"-20 and a metric M6 bolt and lock washer for the trans tube hold down clip. The standard 1/4" - 20 bolt has a rounded button head, and the metric M6 bolt has a square-shouldered socket head. **Fig. 2** The TH200-4R, 700-R4, and 4L60 will only have a M6 bolt and washer in the kit.

Step 3: If you will be using one of the Lokar Cable Brackets and it has not been installed yet, install it now, following the installation instructions that were provided with the Lokar Cable Bracket.

The Cable Bracket will have at least two cable holes. The hole that is the closest to the engine is for the throttle cable, and the second hole in the Cable Bracket is for the kickdown cable. Remove the first adjuster nut from the kickdown cable adjuster, and position the second nut at approximately the middle of the threads on the kickdown cable adjuster. Install the kickdown cable adjuster into the second hole in the Cable Bracket. **If you are using a Lokar Tuned Port Bracket,** thread the kickdown adjuster in, and tighten the remaining adjuster nut against the Cable Bracket. The adjuster nut you removed is not required with a Lokar Tuned-Port Bracket. **If you are using an LT1, LT4, or Ram Jet Bracket,** install the nut you removed back onto the kickdown cable adjuster, and tighten it against the Cable Bracket.

Step 4: Route the cable housing up to the kickdown cable adjuster. If the cable housing is braided stainless steel, slide the ferrule down the housing towards the transmission, away from the end that is being cut. **DO NOT remove the ferrule if your cable housing is braided stainless steel!** **Fig. 4** If the cable housing is Vintage Series or black universal, remove the ferrule.

Measure the distance between the kickdown cable adjuster and the tube hold down clip. Add 1" to the measurement and mark a cut line on the cable housing at that length.

Step 5: Remove the kickdown cable housing from the transmission. **Make sure that the inner wire is removed from the cable housing!** If the kickdown cable has a 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 a Vintage Series or black universal 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.

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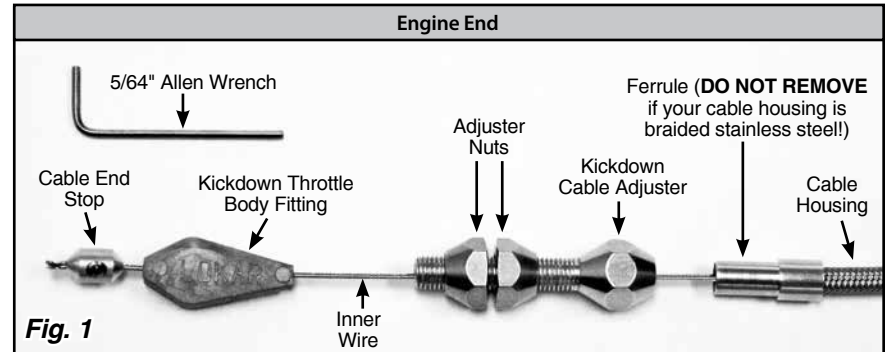


Fig. 1

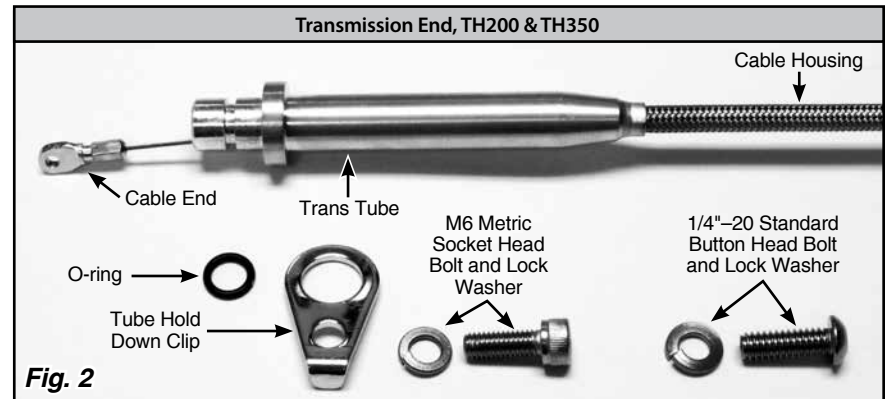


Fig. 2

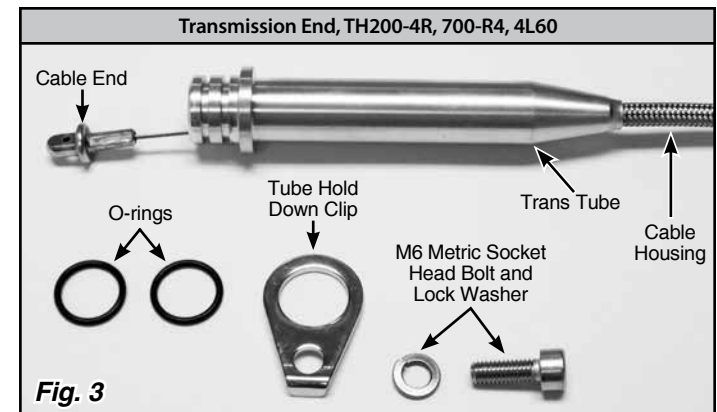


Fig. 3

Step 6: 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.

Re-install the inner wire into the kickdown cable housing.

Step 7: On the trans tube at the transmission end of the kickdown cable there will be either one or two O-ring grooves. TH350 & TH200 use one O-ring, and the 700-R4, TH200-4R, and 4L60 use two O-rings. Lightly lubricate the kickdown cable O-ring(s) with clean transmission fluid and slide the O-ring(s) into the groove(s) on the trans tube. To help prevent leakage add a small amount of silicone sealant (RTV) around the trans tube above the top O-ring. **Fig. 5**

Step 8: Insert the hook on the transmission kickdown rod into the hole in the cable end. Install the trans tube onto the transmission, and secure with the tube hold down clip and bolt.

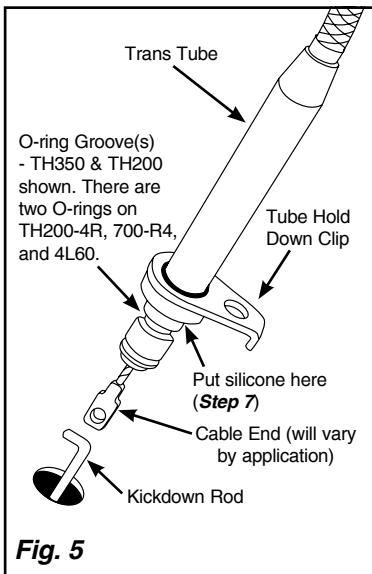
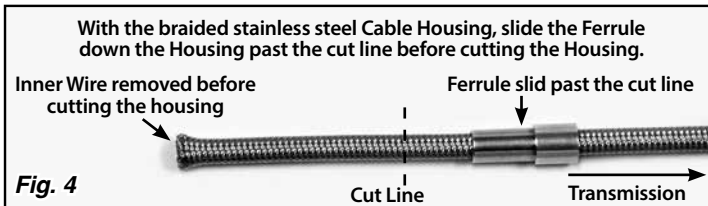
Step 9: Thread the opposite end of the inner wire through the kickdown adjuster. Insert the cable housing and ferrule into the kickdown cable adjuster.

Before connecting the kickdown cable to the throttle lever or pulley, make sure that the throttle linkage is properly adjusted. Verify at the throttle body that the throttle is wide open while you have a helper hold the accelerator pedal to the floor.

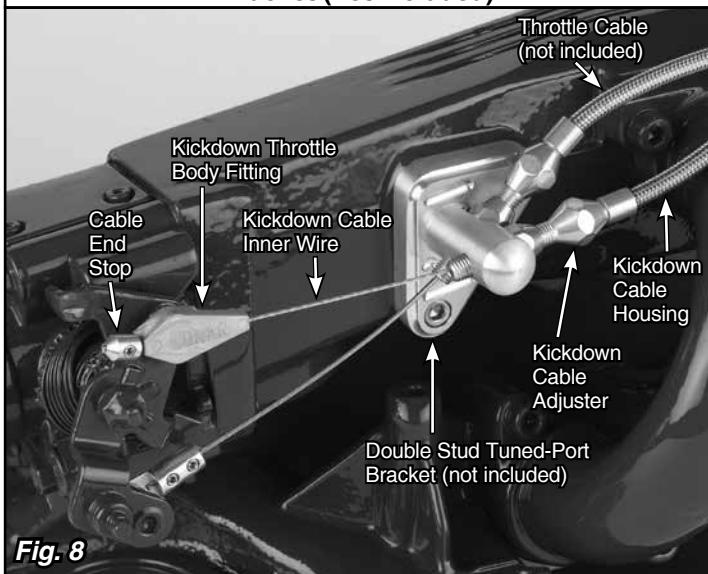
Once you are sure that the throttle linkage is adjusted correctly, slide the kickdown throttle body fitting onto the kickdown cable inner wire, and connect the kickdown throttle body fitting to the factory kickdown stud on the throttle body lever or pulley.

Step 10: This step will 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. When the kickdown cable is properly adjusted you should be able to open the throttle to the wide open position without interference from the kickdown cable; and with the throttle wide open, you should not have any slack in the kickdown cable.

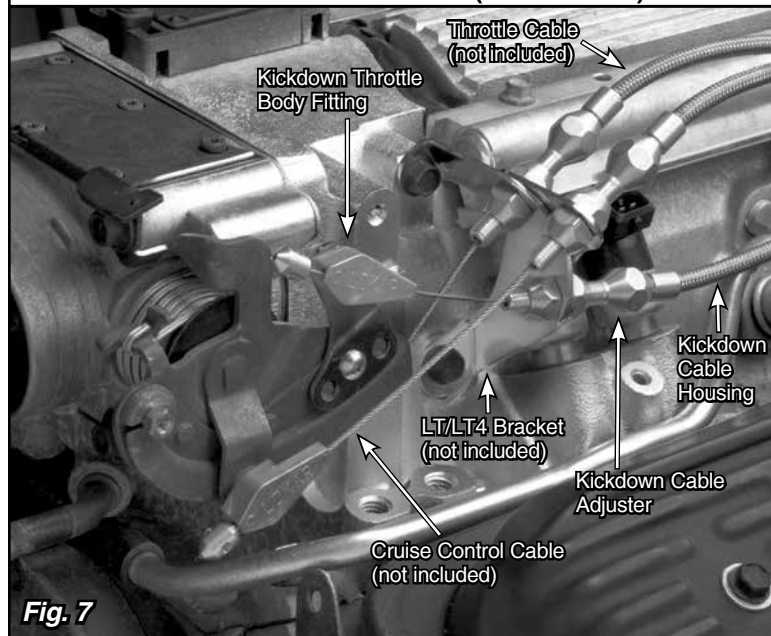
Double check to be sure that all throttle and kickdown linkage operates freely without binding. Then, test drive. Once the kickdown cable is correctly adjusted and operating properly you can cut off the excess inner wire, leaving about 1/2" extending beyond the cable end stop to allow for future adjustment if needed. For a completed installation, see **Fig. 6 (all)** and **Fig. 7** for LT1 & LT4, **Fig. 8** for TPI, or **Fig. 9** for Ram Jet 350.



Kickdown Kit shown installed with Lokar Throttle Cable (not included) and Lokar Double Stud Tuned-Port Bracket (not included).



Kickdown Kit shown installed with Lokar Throttle Cable (not included), Lokar Cruise Control Cable (not included), and Lokar LT1/LT4 Bracket (not included).



Kickdown Kit shown installed with Lokar Throttle Cable (not included), Lokar Cruise Control Cable (not included), and Lokar Ram Jet 350 Bracket (not included).

