



16 INCH Transmission Mount AUTOMATIC SHIFTER

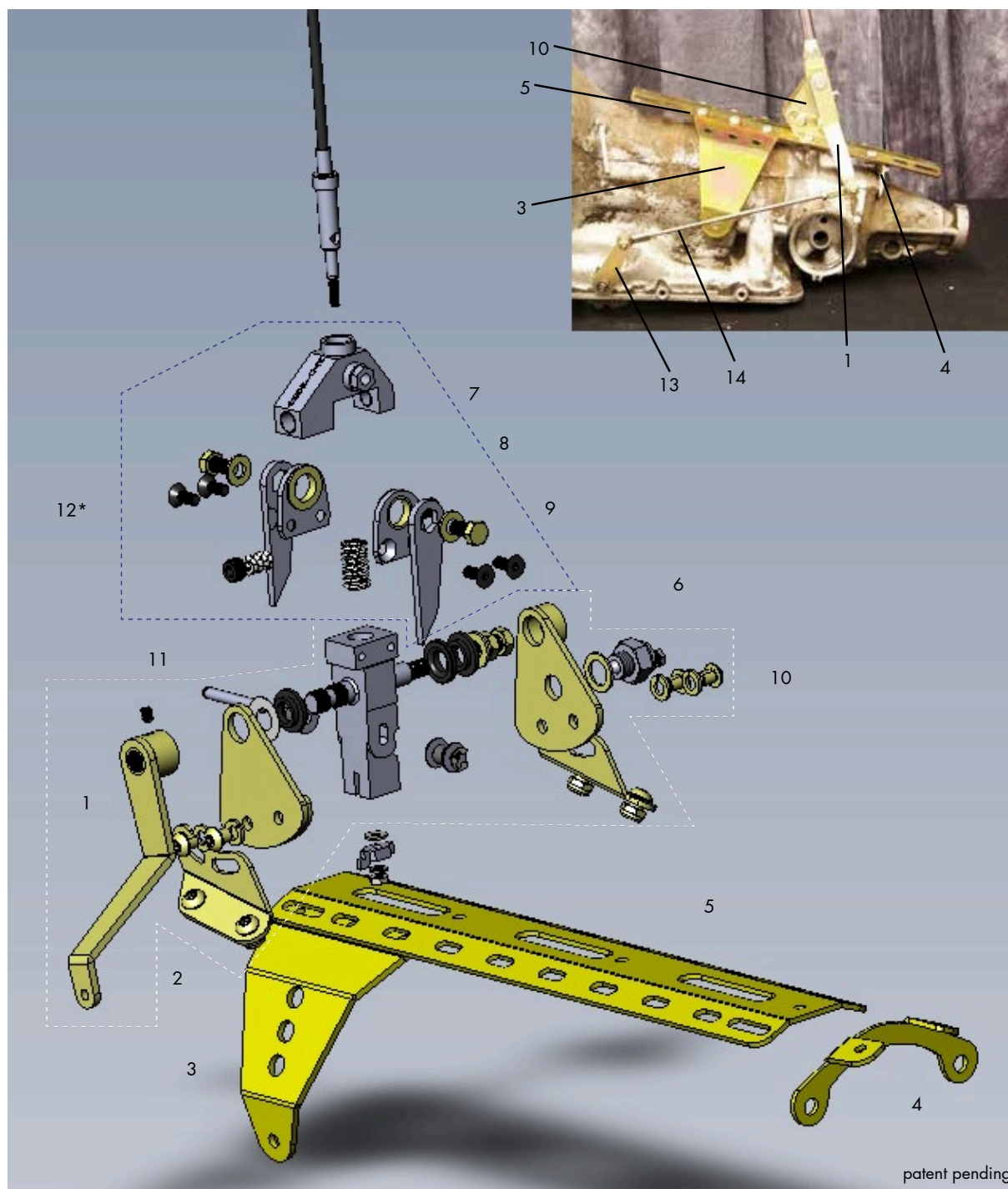
Installation Instructions



ASSEMBLY ILLUSTRATION

IMPORTANT

For reference only. Brackets, linkage and assembly may vary based on your transmission. Please see assembly photos for your transmission.



1 - Arm 2 - Shifter
Assembly Bracket 3 - Side
Bracket 4 - Rear Bracket 5 -
Top Plate 6 - Neutral Safety
Switch

7 - Stop (set screw on side)
8 - Bushing Support
9 - Activation Arm
10 - Shifter Assembly
11 - Activation Spring

*12 - Side Shift Adapter
Included on Dual Action
Shifter kits only. Also sold
separately.
13 - Shift Lever
14 - Shift Rod

ASSEMBLY PHOTOS

Left

Right

Rear

Ford C4



Ford C6



Ford FMX



Ford AOD



GM 4L60 & GM 4L60E



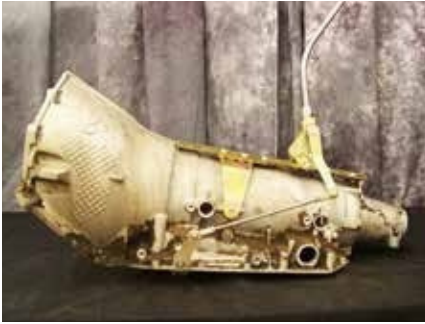
ASSEMBLY PHOTOS

Left

Right

Rear

GM 4L80 (E)



GM 400 TH



GM 700 R4



GM 350 (TH)



GM 200R4



ASSEMBLY PHOTOS

Left

Right

Rear

GM TH200

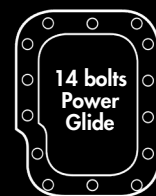
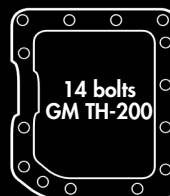
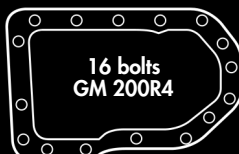
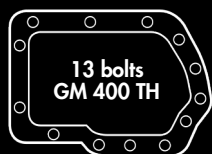
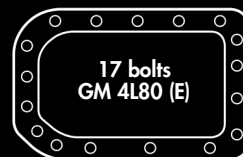
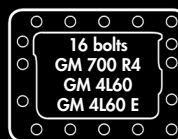
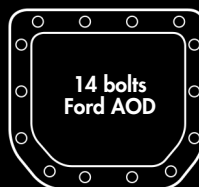
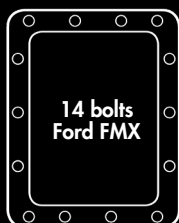
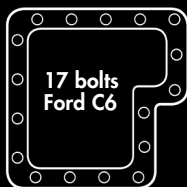
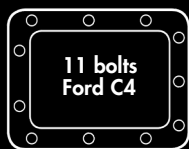


GM PowerGlide



*Please note that when the transmission is in "Park" the "Top Shifter Arm" and "Bottom Shifter Arm" must be in the position shown for your transmission. Refer to the Left hand side photos of your transmission.

PAN BOLT PATTERNS



INSTALLATION STEPS

NOTE

Before starting installation, read the instructions thoroughly. If you have any questions please contact American Shifter technical support before installation. Refer to the assembled photos for proper bracket placement and mounting holes.

1 Side Bracket

Temporarily mount the left and right side brackets to the main plate and transmission using supplied button head bolts and lock washers. Do not tighten at this point to allow for final adjustment later.



2 Tail Bracket

Temporarily attach the rear mounting brackets to the main plate using supplied hardware. **Note:** the bracket tabs should be facing the rear of transmission (toward the back of the vehicle). Do not tighten at this point to allow for final adjustment later.



3 Shifter Mechanism

Note: If you have a dual stage shifter kit, install the side shift adapter before continuing. See "Side Shift Adapter Supplement".

The American Shifter top plate supports multiple mounting positions, allowing front-, mid-, and rear-mounting of the shifter mechanism. Choose the ideal mounting position for your installation and temporarily secure the shifter mechanism to the top plate with the supplied hardware. Put the shifter into park position, then tighten down the hardware. Test the shifter by moving it through the full range of gears and make sure the lever, knob, or any other parts do not have normal movement obstructed. The adjustable shifter assembly brackets allow the shifter assembly to be tilted forward and backwards to give additional clearance at the seat or dash if needed.

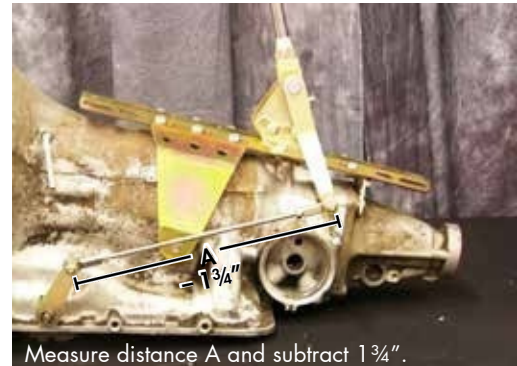


4 Arm & Linkage

Install shift lever on shifter assembly at the park position (around 4:30 if looking at a clock).

Make sure the shifter and transmission are in Park position. To determine the correct rod length, measure from center to center between the two quarter inch holes in the shift lever and arm (A) and subtract $1\frac{3}{4}$ " (see image below). Then cut threaded rod to size and install with the rod bearings and jam nut at each end.

Note: If you have a Ford AOD, see AOD supplement. If you have a GM PowerGlide, see PowerGlide supplement.



NOTE

The images in these instructions are a TH350 transmission and are used for general reference only. Your kit may contain different brackets.

FINE TUNING

Neutral Safety Switch

When neutral safety switch is hooked up, make sure that the engine will not start in Reverse or in a Drive gear. To adjust, use American Shifter's neutral safety switch adjuster washer provided in kit.

Shifting Gear Range

Be sure to test that the shifter can move smoothly throughout all the gears. You should be able to push the button or side shift to get into Park, Reverse to Neutral and Neutral, and Park to Neutral.

Side Shift Adapter

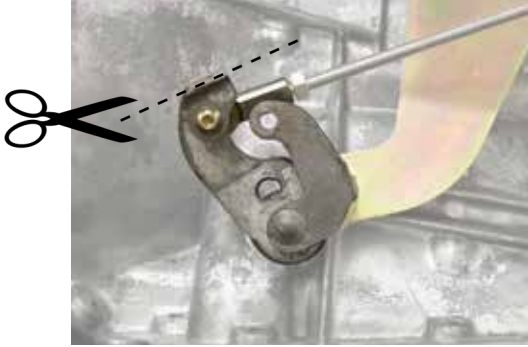
If you have a dual action shifter, you can adjust the pressure required to engage the shifter. Similarly, the stop point is adjustable with the set screw on the upper shifter mechanism on the side.

SUPPLEMENTS

GM PowerGlide Shifter Arm

1 Trim factory shift arm

With a cutoff wheel (or hacksaw), trim the elbow of the factory shifter arm as desired.



2 Drill rod hole

Drill a 1/4" hole into the factory shifter arm at the top.



3 Install shift rod

Attach shift rod.



Ford AOD Shifter Arm

1 Loosen shifter arm nut

Loosen the shifter arm nut so that you can rotate the shifter arm to the next index.



2 Rotate shifter arm 180°

Rotate shifter arm 180° to the next index and secure shifter arm nut.



3 Install shift rod

Attach shift rod.



INSTALLATION TIP

Adjustable Ford AOD Adapter

Upgrade your shifter kit with American Shifter's patent pending Ford AOD adapter, allowing you to fine tune your shift linkage for smoother shifting.

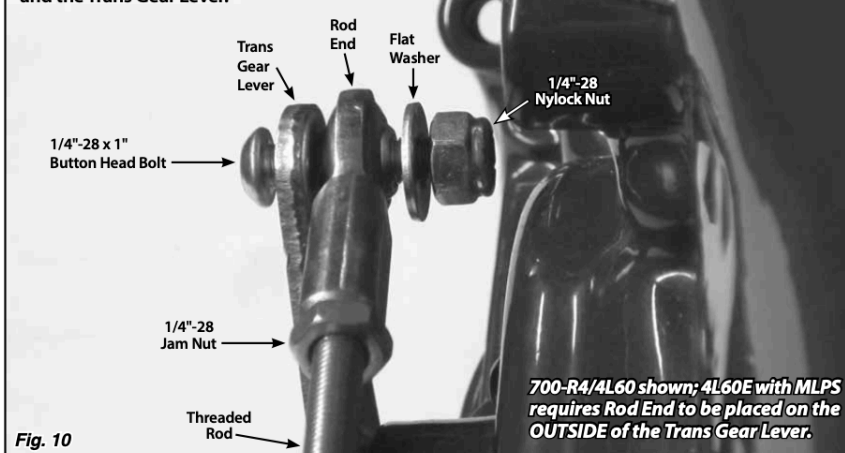


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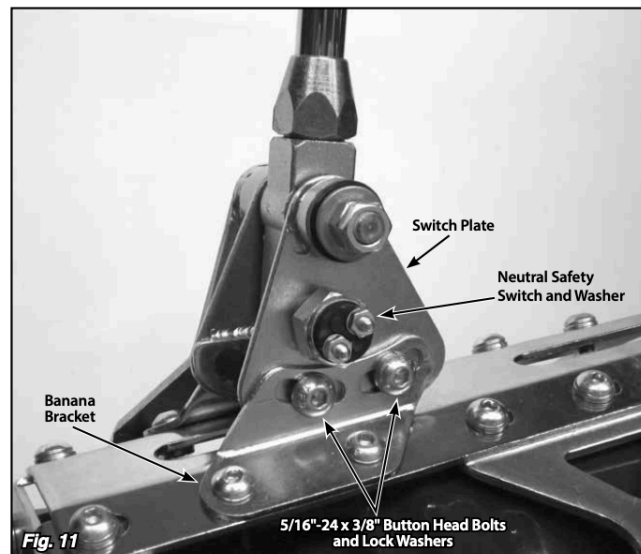


GM 4L60E Shifter Arm

NOTE: The Bolt can be installed from either side, but make sure the Rod End is sandwiched between the Flat Washer and the Trans Gear Lever.



700-R4/4L60 shown; 4L60E with MLPS requires Rod End to be placed on the OUTSIDE of the Trans Gear Lever.



Step 13: The threaded rod will connect the quad lever to the trans gear lever. Check to make sure that nothing will interfere with the travel of the threaded rod.

If there is any interference, the threaded rod can be bent slightly as needed.

4L60E transmissions with a Manual Lever Position Sensor (MLPS) on the selector shaft will likely require an offset bend in the threaded rod in order to clear the sensor. Some transmission cases have an external casting feature that may need to be trimmed slightly with a grinder to prevent interference with the threaded rod, depending on the location of your shifter.

Verify that both the Shifter and the transmission are in the Park position. Measure center-to-center between the 1/4" holes in the trans gear lever on the transmission and the quad lever on the Shifter. Subtract 1-3/4". **Fig. 8** This is the length you will cut the threaded rod to. Use a hacksaw or other metal-cutting saw to shorten the threaded rod. Deburr the cut end.

Step 14: Verify that both 1/4"-28 jam nuts are on the threaded rod, and install a rod end onto each end of the threaded rod. Attach the threaded rod assembly to the *inside* of the trans gear lever (**EXCEPT** 4L60E with MLPS, rod end must go on *outside* of trans gear lever) and to the *outside* of the quad lever using the 1/4"-28 x 1" button head bolts, flat washers, and nylock nuts as shown in **Fig. 9** and **Fig. 10**. The button head bolts can be installed from either direction, but make sure the rod end is sandwiched between the flat washer and the trans gear lever or quad lever.

Step 15: Check the adjustment of the Shifter by placing the shifter lever all the way forward into the Park position. Make sure that the release button still moves up and down freely. The release button should be flush with the knob in Park and Neutral. In the Reverse position, you cannot pull the lever back into Neutral without depressing the release button.

While the Shifter is in the Park position, make sure the transmission is firmly in the Park detent, with no tension on the threaded rod. You can verify this by removing the 1/4"-28 x 1" button head bolt with nylock nut that attaches the rod end to the quad lever or trans gear lever at either end of the threaded rod. Make sure the hole in the rod end exactly aligns with the hole in the quad lever or trans gear lever. The bolt should pass freely through both holes at the same time without binding. Do not force the holes to line up.

If the holes are not aligned, screw the rod end in or out just enough to be able to slide the bolt in and out without putting tension on the threaded rod. Make sure that the quad lever and trans gear lever do not move during the adjustment procedure. Use this adjustment routine until the bolt will pass freely in and out of both the rod end and the quad lever or trans gear lever. Reinstall the 1/4"-28 nylock nut and the flat washer in its proper position onto the bolt, and tighten.

Once you have the Shifter adjusted correctly, tighten the jam nuts on the threaded rod.

