



40 Huntingwood Drive Huntingwood NSW 2148

Phone: (02) 8825 1999 Website: [www.aeroflowperformance.com](http://www.aeroflowperformance.com)

# INSTALLATION MANUAL

## AEROFLOW PERFORMANCE

### FORD C6 BRACKET & LEVER

#### WARNING!

BEFORE PROCEEDING WITH INSTALLATION PLEASE READ INSTRUCTIONS CAREFULLY. THIS PRODUCT REQUIRES DETAILED KNOWLEDGE OF AUTOMOTIVE SYSTEMS. WE RECOMMEND THAT THIS INSTALLATION BE CARRIED OUT BY A QUALIFIED AUTOMOTIVE TECHNICIAN.

#### INTRODUCTION

Congratulations on your purchase of Aeroflow Performance Ford C6 bracket and lever kit. Aeroflow Performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions? Please call technical support at +61 2 8825 1900 and have the product part number on hand when calling.

This Bracket and Lever kit is designed to suit Ford C6 transmissions only.

#### PARTS LIST

DESCRIPTION	QUANTITY
FORD C6 CABLE BRACKET	1
FORD C6 GEARBOX LEVER	1
1/4-20" BOLT ( UHL 1-1/2" )	1
1/4-20" HEX NUT	1
5/16-18" BOLT ( UHL 1" )	2
7/16" I.D. SPACER ( 9/32" LONG )	2
1/16" COTTER PIN ( 1" LONG )	1
CABLE SWIVEL	1

*For more information or technical enquires*

*Contact: Aeroflow Performance on*

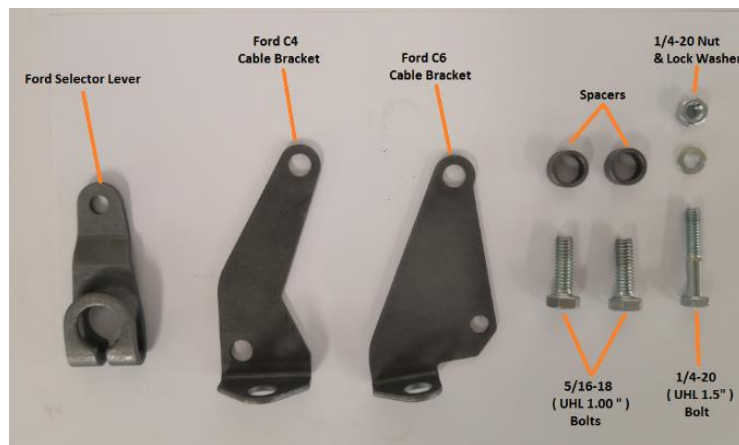
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## SAFETY WARNINGS

- AVOID SERIOUS INJURY OR DEATH BY CRUSHING! When you raise the vehicle to work under it, securely support it on a lift or jack stands. NEVER work under a vehicle that is supported only by jacks. DO NOT attempt installation until you are confident the vehicle is safely secured.
- Perform this installation with the engine turned off and negative battery terminal is off
- This shifter uses a cable to shift the transmission only. It is NOT intended or designed to operate a locking steering column.
- PERIODIC INSPECTION AND MAINTENANCE OF YOUR SHIFTER IS RECOMMENDED TO ENSURE THAT THE MECHANISM IS WELL LUBRICATED, FREE FROM DIRT OR RUST AND THAT THE CABLE IS PROPERLY ADJUSTED. LACK OF MAINTENANCE COULD RESULT IN A FAILURE INCLUDING A FAILURE OF THE REVERSE LOCKOUT SAFETY FEATURE.

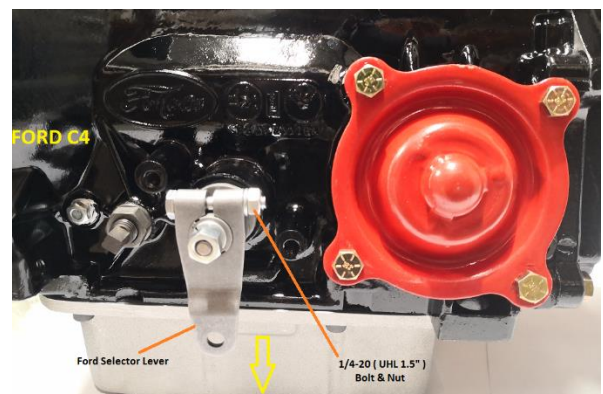
## FORD C6

1. Remove the nut and the lock washer holding the downshift linkage onto the downshift lever shaft from the transmission. The downshift lever is the outer lever on C4 and C6 transmissions. Pull the lever off the shaft and allow the linkage to hang free. Remove and discard the stock shifter linkage rods from the transmission. Some transmissions ( depending on model and year ) will have a neutral safety/backup light switch on the transmission shift lever. If your transmission is equipped with this switch, remove the two bolts holding the switch in place and slide it off the shift shaft. Disconnect the switch at the factory plug and discard it.



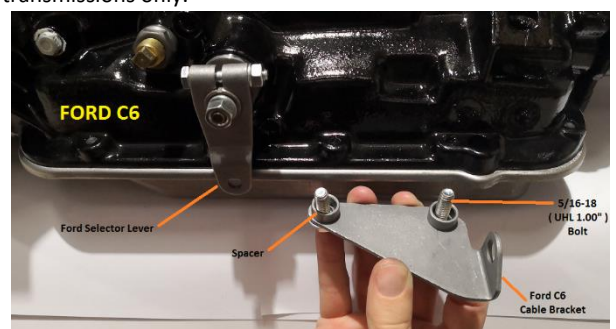
2. Install the Ford selector lever supplied in the kit.

**Note :** The Ford selector lever must point downward for correct operation. If the shifter lever on your transmission points down, you will have to remove the lower part of the shifter lever arm by cutting it off to clear the Ford selector lever supplied. Install the Ford selector lever onto the shifter shaft of the transmission. Align the Ford selector lever so when it points straight down it travels in equal arcs in both directions from the center. Tighten the 1/4"-20 ( UHL 1.5" ) bolt and the nut. The Ford selector lever should travel smoothly from front to back with a positive click in each gear position.

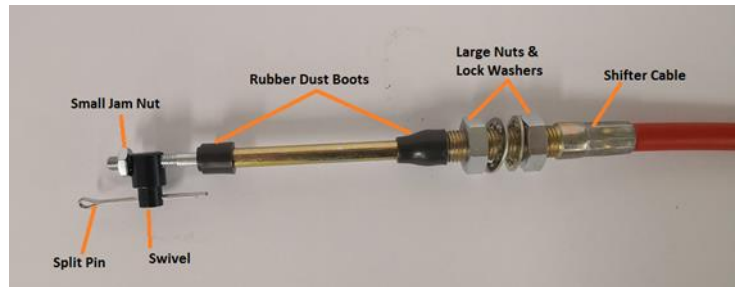
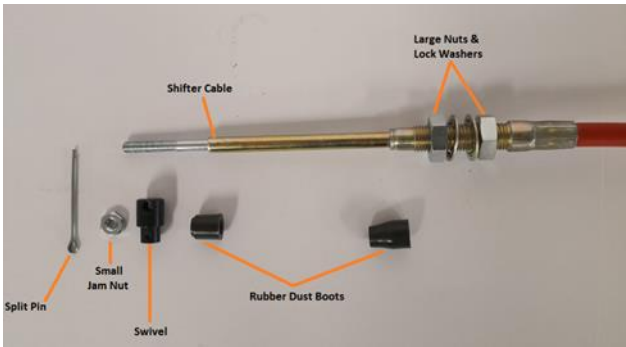


3. To correctly install the Ford cable bracket onto the transmission for C6 transmissions only.

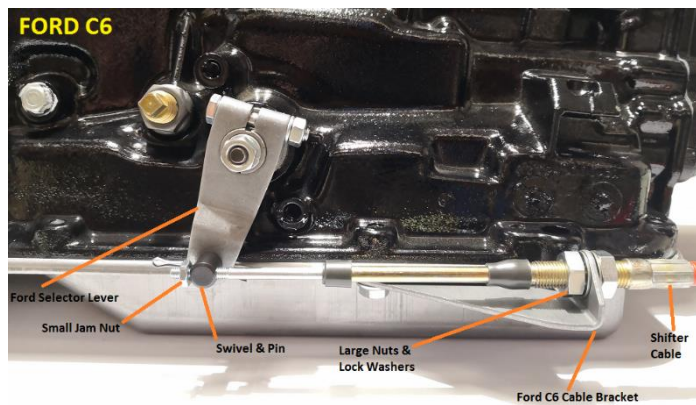
1. Remove the two transmission oil pan bolts from the left rear corner of the transmission oil pan. Install the Ford cable bracket into position with the two spacers provided in the kit between the pan and the bracket. If your transmission is equipped with a cast aluminium transmission oil pan or your transmission oil pan has thick rails, these spacers do not have to be used and the factory oil pan bolts can be reused. If using the spacers install the two supplied 5/16-18" ( UHL 1.00" ) bolts and tighten to 12-13 ft. lbs ( 16-17 Nm ). Do not overtighten as this can damage the transmission pan gasket.



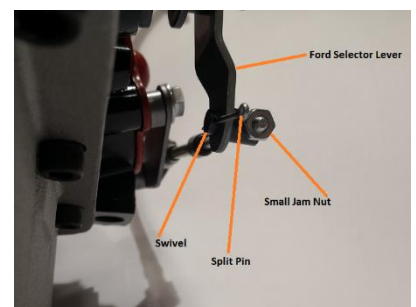
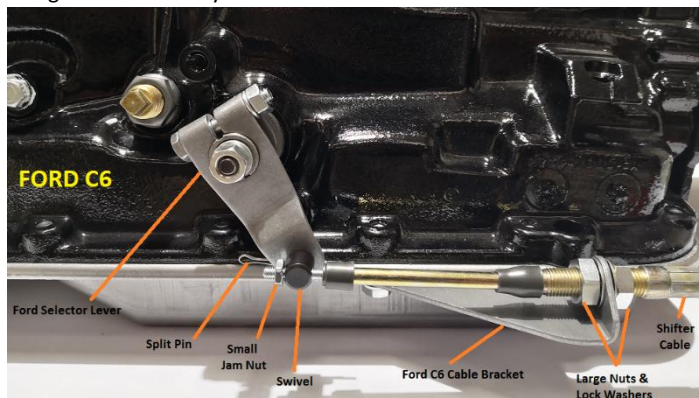
- Route the shifter cable to avoid kinks and sharp bends to allow a smooth operation. Route the cable away from hot engine or exhaust parts. We recommend the use of a heat guard or heat shield to protect the shifter cable from extreme heat components on the vehicle. Be sure to correctly secure your shifter cable so it does not contact any moving objects.
- Remove the small jam nut, two small rubber dust boots, one large nut, and a large lock washer from the threaded end of the shifter cable. Slide the end of the shifter cable into the Ford cable bracket. Install the large nut and the lock washer loosely over the end of the cable. Reinstall the two small rubber dust boots onto the end of shifter cable. Install the swivel on the threaded end of the cable and position it in the center of the threaded portion.



- Move the transmission Ford selector lever by hand all the way to the rear position ( Low Gear ). Shift the shifter assembly to the Low Gear position. Adjust the large nuts on the cable so that the swivel will slide into the hole on the selector lever. Tighten the large nuts completely. Be sure that the swivel will slide freely in and out of the hole in the selector lever.



- With the swivel in the selector lever, shift the shifter to the Park position, as far forward as the shifter will go without forcing it. The shifter lever on the transmission should be all the way forward. Check to see that the swivel will slide freely in and out of the hole in the lever in this position. If it does not slip in freely, adjust the swivel slightly until it will slip into the hole in the lever in both Low and Park positions. Operate the shifter through all the gear positions. Check to make sure the swivel will slide in and out of the selector lever hole in each gear position. The shifter cable is now correctly adjusted. Install the split pin supplied into the swivel and split the ends around in a loop to hold the swivel into place. Reinstall the downshift linkage, tightening the nut securely.



***If you have a problem, DO NOT FORCE THE SHIFTER, this will damage the cable, the shifter or the transmission. Simply start at the beginning and carefully check all your steps.***