

# CPP's Transmission Shift Linkage Kit Installation

Designed for GM Automatic Transmissions excluding Powerglide



CPP's New Transmission Shift Linkage Kit (#CPTSL)

Swapping out an antiquated truck or car steering column has been made simple by installing units from ididit, Flaming River, CPP or even a keyless van column if you are lucky enough to find one. Trouble is once the column is in place you can then spend days in an attempt to fabricate shift linkage that will actually provide you with proper gear selection as well as placing the column's gear selector lever in the proper position without binding. Adding headers, engine accessories and aftermarket brake linkage consumes valuable engine bay room which can also complicate the use of salvaged shift linkage. The chance of finding a factory rod and linkage that fits and functions is virtually impossible.

Classic Performance Products' techs were faced with this exact dilemma and opted to fabricate a totally adjustable Transmission Shift Linkage Kit which complements the installation of an aftermarket steering column. Couple this with the fact that most classic cars and trucks came stock with six-cylinder engines and three-speed manual transmissions make them perfect candidates for both column and power train swaps.

The CPP kit could not be more simple to install. Both ends of the Column Shift Linkage Kit are fully adjustable to ensure proper registration of the shift lever and gear selector indicator while the connecting rod is long enough to be formed around headers and brake rods, before being cut to length. A CPP Transmission Shift Linkage Kit for GM automatic transmissions will make this potentially complicated installation quite simple and also eliminate potential transmission damage from improper shifting. Also, if your worn shift linkage makes it difficult to place your truck's shifter into "Low" or "Park", this kit is the cure!

**Safety Note:** Ensure the parking brake is set and the wheels are chocked to prevent accidental movement of the vehicle. Use jack stands placed on a hard surface when working underneath a vehicle!

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CPP's universal Transmission Shift Linkage Kit consists of all components needed to connect a shift rod from the steering column shift arm to the transmission's selector shaft. Connectors will bolt directly to these components while a universal rod is designed to be shaped and cut to length to avoid the brake linkage and exhaust headers.



**Photo #1**  
Again, apply the parking brake then place the steering column shifter in the Park position. Remove the stock linkage and bushing from the steering column's shifter bracket.

**Photo #2**  
Rotate the transmission's selector shaft fully clockwise to place the GM transmission in the Park position. Remove the stock shift bracket from the transmission. Install the splined bushing from the CPP kit onto the transmission's selector shaft by placing the bushing's flats over the matching flats of the selector shaft.



**Photo #3**  
The aluminum arm supplied in the Shift Linkage Kit is installed next by sliding it over the corresponding splined bushing. Place the arm in the 8 o'clock position (Park). The kit contains

both a 10mm metric nut and a standard 3/8-16 nut. Use the proper nut to loosely mount the splined bushing and arm onto the transmission's selector shaft as it may have to be repositioned.

**Photo #4**  
Position the swivel rod end mounting bolt into the bottom of the slot of the aluminum arm. Do not tighten the bolt at this time as positioning of the swivel rod end will be dependent upon the desired column shifter distance between gears.



**Photo #5**  
A complementing swivel rod end is then mounted onto the steering column's shift bracket utilizing washers and spacers. Once tight, the swivel must be free to rotate!



**Photo #6**  
Next step will be the fabrication and installation of the actual shift rod. The stainless rod will first have to be bent then cut to length per your application and clearance issues. Start by

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positioning a rod end at the column bracket then mark and make bends where necessary.

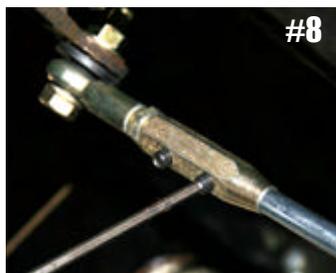


**Photo #7a and #7b**

Cut the stainless rod to length using a chop saw, cut-off wheel or hacksaw. If you think you are about to make a mistake, it is best to err on the long side!

**Photo #8**

Insert the cut-to-length stainless shift rod into the adjustable hex connector and tighten the set screws. With all mounting hardware now tightened, check to ensure the column will shift into all gears, click firmly into "Park" and ensure the detent shift indicator reads correctly. Make any final adjustments.



**Photo #9**

To ensure the hex connector's set screws take a permanent bite into the stainless rod, remove the shift rod and grind a small flat spot onto the area marked by the set screws. Now is a great time to apply thread locker to these set screws, transmission shaft nut and all mounting hardware.



**Photo #10**

This finished shot gives you a good view of all the components properly installed as well as the required bend in the stainless shift rod which created maximum exhaust and brake pedal clearance. The truck now shifts like a dream and installation only took a few hours!

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