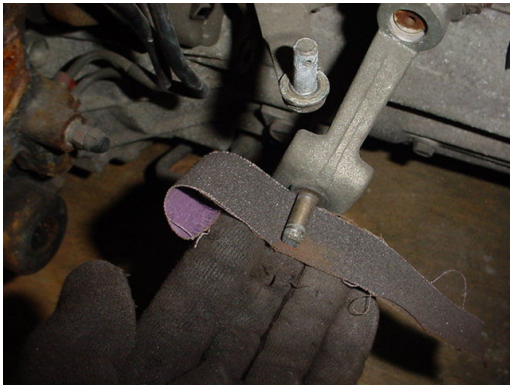




Shifter Cable Bushings Instructions For Toyota

First let me thank you for purchasing this product! I hope that it lives up to your high expectations and helps to further your love of Toyotas. Installation is simple and can be completed in a half hour or so!

Toyota cable shift transmissions have an “upper” and “lower” cable when viewed at the transmission end. The upper cable end is horizontal, while the lower is vertical. The lower bushing is identified by an “L” on it. If the left-right action seems stiff, you might have installed the wrong bushing on the lower cable as it has a larger center hole.



To remove the cable ends, first pull the cotter clip and top washer if fitted. You should then be able to slide the cable end with the stock rubber bushing off the pin. Remove the lower washer from the pins. Use the included emery cloth to clean the pin of any rust or junk that would prevent the new bushing from sliding freely on the pin.

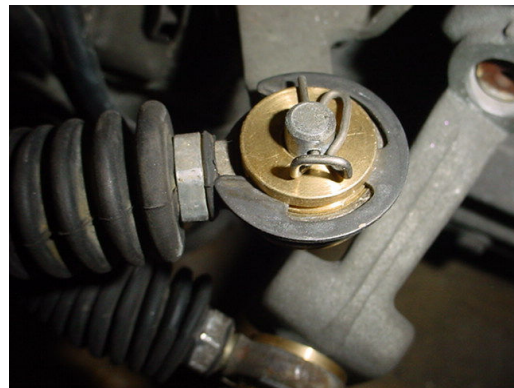
To remove the old rubber bushings from the cable end, push one side of the rubber with a screwdriver and it should pop right out!



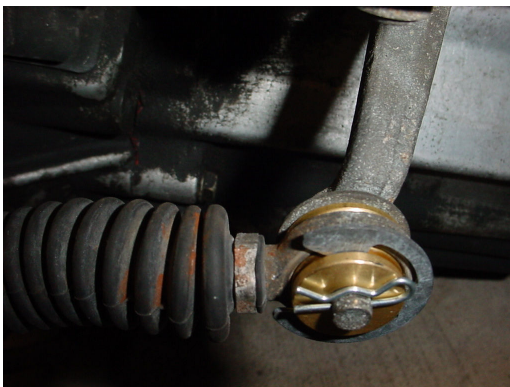


Slide the new brass bushing in as shown and secure with an E-clip. The side with the clip should face out. To install the clip, you can tap it in with a small hammer or squeeze it in with pliers. It is a good idea to lube the pin a bit with anti-seize or MP grease.

Install the cable with new bushing onto the pin, making sure that you have removed any washers that were on the pin. The upper cable will need no washers, just put the cotter clip back in and you are done!



The lower bushing will install similar to the upper. The lower pin does not need any washers either.



If the lower cable gives you trouble sliding back onto the pin, remove the clip on the cable housing to allow the cable to move a little. Then re-install after the end is on! For an extra tight shifter feel, remove the bellcrank lever that has the upper cable on it, so that you can remove the little square slider that actuates the shift rod. This is often very worn from years of use. Rotate it 90 degrees, lube, and re-assemble. Please mail me at cacrawfo@speed-source.net with any questions. Enjoy!