



INSTALLATION INSTRUCTIONS
Part No. 75499
BRACKET & LEVER KIT for
GM 4L60E thru 4L85E
TRANSMISSIONS WITH PRNDL SWITCH
and B&M 4-SPEED, REAR-CABLE-EXIT SHIFTERS

INTRODUCTION

This bracket and lever kit allows the use of B&M 4-speed, rear-cable-exit shifters with GM 4L60E thru 4L85E transmissions **with PRNDL switch only.**

Before starting, take the time to read and understand these instructions.

NOTES

- Installation requires better-than-average mechanical knowledge and skills. If this job is beyond your abilities, seek the services of a qualified technician.
- If you do not understand any part of these instructions, please call **B&M Technical Support** at **(866) 464-6553** for assistance.
- The instruction photos show a transmission on a work stand, not installed in a vehicle.

SAFETY WARNINGS

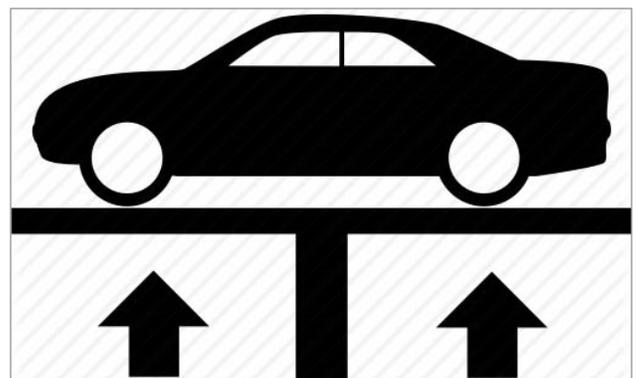
- **WORK SAFELY!** For maximum safety, perform this installation on a clean, level surface, with the engine turned off. Chock the wheels to prevent vehicle movement. To avoid bodily injury or vehicle damage, do not begin work until you are confident that the vehicle is safely secured and will not move.
- **AVOID SERIOUS INJURY OR DEATH BY CRUSHING!** If you have to 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!**

PARTS LIST

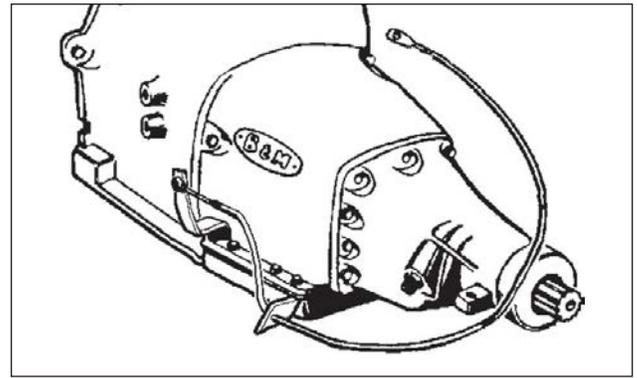
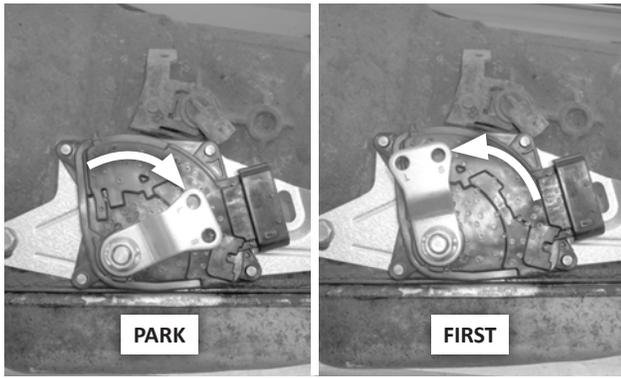


DESCRIPTION	QTY
LEVER, SELECTOR 4L60E-4L85E, REAR EXIT	1
NUT, LOCK M10 × 1.5	1
BRACKET, CABLE 4L60E-4L85E, REAR EXIT	1
BOLT, M8-1.25 × 25	2
SPACER, 7/16" I.D. × 1/4" L	2
SWIVEL, CABLE	1
PIN, COTTER 1/16" × 1"	1

INSTALLATION

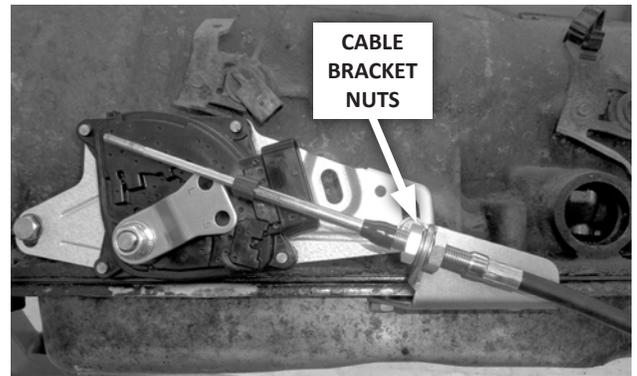
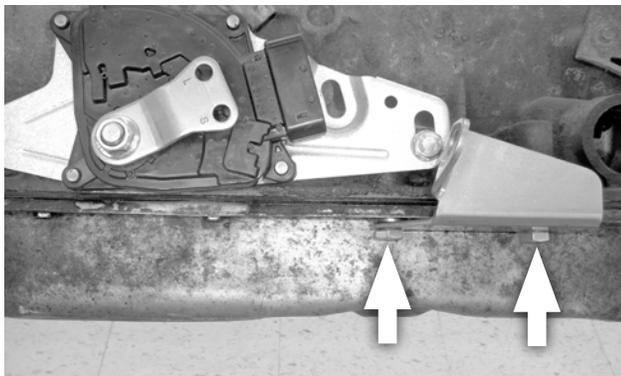


1. **Raise the vehicle up to a suitable working height** using either a lift, or a jack and jack stands. Disconnect the shift linkage from the selector lever. Then remove the shift linkage, the selector lever, and its nut.



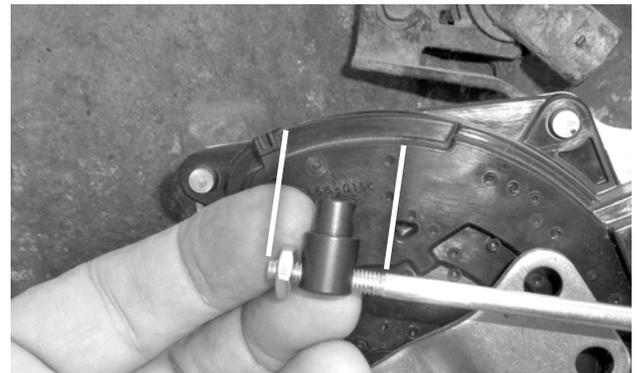
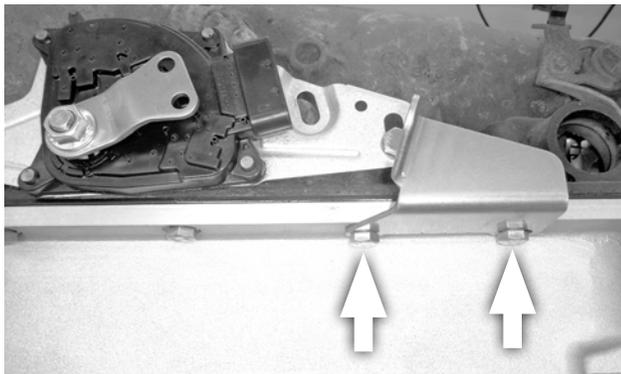
2. Install the B&M selector lever on the selector shaft with the supplied lock nut, and tighten the nut to 23 ft-lbs. Verify that the selector lever moves freely through all positions.
3. Remove the second and third oil pan bolts to the rear of the selector shaft. Then install the B&M cable bracket with the two M8-1.25 x 25 bolts.

4. Route the shifter cable from the shifter to the transmission according to the shifter's instructions.



- A. For stamped sheet-metal (stock) pans, use the two spacers between the pan and bracket.

5. Attach the shifter cable to the cable bracket. First remove both plastic dust boots, one cable bracket nut, and one lock washer, from the cable. Then insert the cable through the bracket, reinstall the lock washer and nut (loosely, to allow room for adjustment), and reinstall the dust boots.



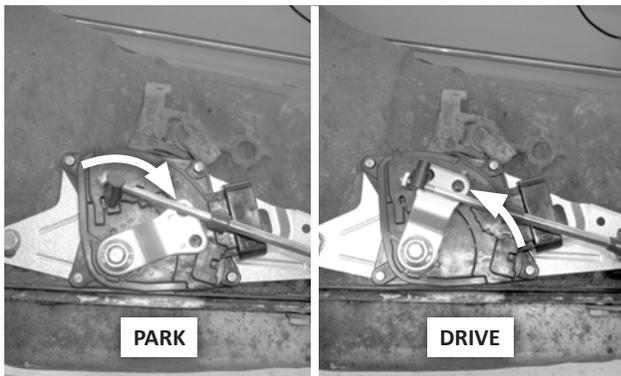
- B. For cast aluminum pans:
 - Do not use the spacers.
 - The bracket may need to be trimmed to fit.

6. Thread the swivel onto the cable to about the middle of the threaded section, then install (but do not yet tighten) the jam nut.

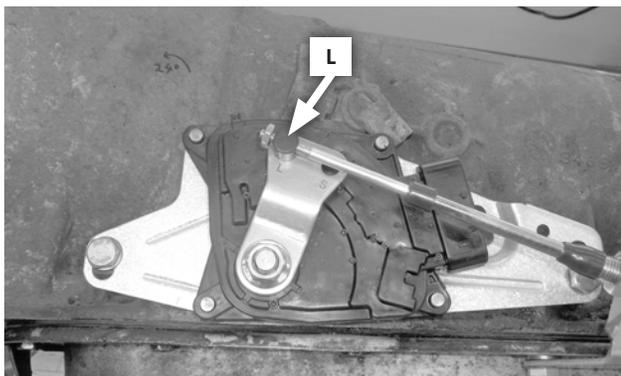
Tighten the bolts to 12-13 ft-lbs torque.

CAUTION: Do not over-tighten the bolts, as this can damage the pan gasket.

7. Adjust the shifter cable as follows:

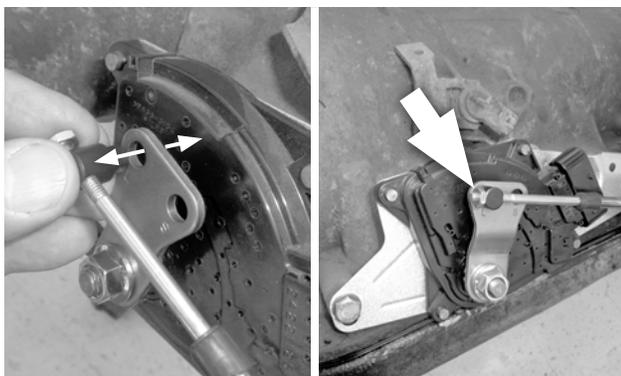


- A. At the transmission, move the selector lever to **PARK** (fully clockwise), then move it to **DRIVE** (3 clicks back). In the vehicle, move the shifter handle to **DRIVE**.



- B. Adjust the cable bracket nuts until the swivel slides freely in and out of **hole L** in the selector lever. Gradually tighten the nuts against the bracket, while continuing to check the fit of the swivel in the selector lever.

CAUTION: The shifter will not operate properly unless hole **L** in the selector lever is used.



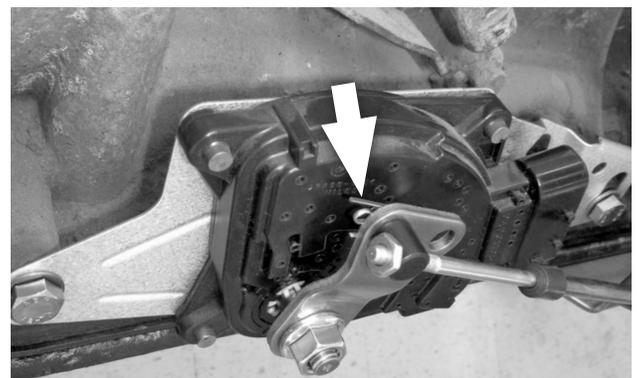
- C. When the swivel slips freely in and out of the selector lever, lightly snug the jam nut.
- D. With the swivel still in the selector lever, move the shifter into **REVERSE**, and check the fit of the swivel in the selector lever. The swivel should slip freely in and out of hole **L**. If not, adjust the cable bracket nuts (and swivel, if necessary) per **Step B**.

- E. With the swivel still in the selector lever, move the shifter back through each gear position to **SECOND**, verifying that the swivel slips freely in and out of the lever in each position.

NOTE: It is not necessary to check swivel fit in **PARK** or **FIRST** gears on 4-speed transmissions. Internal tension may interfere with proper adjustment in those positions. Checking swivel fit from **REVERSE** through **SECOND** is sufficient to verify proper adjustment.

CAUTION: If you encounter restricted movement or any other problem during this process, **DO NOT FORCE THE SHIFTER**. Doing so may damage the cable, the shifter and/or the transmission. Simply return to **Step C** and re-check each step.

When the swivel slips freely in and out of the selector lever from **REVERSE** through **SECOND** gear, the cable is correctly adjusted. Verify that the two large cable nuts, and the cable swivel jam nut, are tight. Also verify that the vehicle does not roll with the transmission in **PARK**.



8. Secure the swivel to the selector lever with the cotter pin. Operate the shifter through all the gear positions, verifying that it operates correctly.

KEEP THESE INSTRUCTIONS FOR FUTURE REFERENCE

B&M Performance & Off-Road maintains a highly-trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.

B&M TECHNICAL SUPPORT: (866) 464-6553

