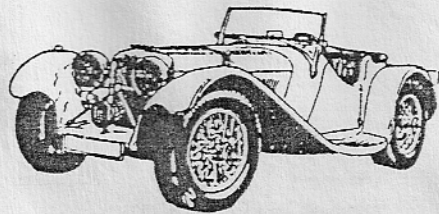


CLBCOM 56
APRIL 1995



Squire SS-100 Registry

SQUIRE SUNDAY TWO

will again be held on Long Island, New York and is in the first planning stages. A firm meeting date is yet to be decided but has been targeted for a weekend in late August or early September. Member Mark Offenbergl will gleefully accept offers of help from any Long Island based Squire SS-100 owners or admirers. And don't let distance deter you. Last year we had two fly-in's and we plan on more than that this year. So far one member from the Deep South and more than one of us from the Far West have committed. So, leave a hole in your Fall weekend travel plans and watch for a firm date.

A SHIFTLESS WONDER

is the way I announced the main subject last month and I have come up with more data since then. Enclosed with this newsletter are tech sheets and prices from Lokar Performance Products on their automatic transmission shifters, brake handles and brake cables + the boots to cover them all. Also, an article reproduced from Rod & Custom magazine on what it takes to install one. Just by chance I spent an hour on the phone with Member Ben Cunningham and he has purchased and installed the Lokar tailmount shifter and the tunnel mounted brake handle. While on the phone, Ben confirmed what I suspected, that this project should be done with the seats out and center carpet up because the entire top of the Ford C-4 tranny has to be exposed for installation of the shifter. Ben states that he sawed away the old fiberglass tranny cover with a carbon wheelsaw and will replace it with a hand formed aluminum tranny cover. I've already had three phone calls from members seeking more information on this product and if there's enough interest maybe we can work a deal with Lokar Products to purchase direct at dealer prices. Call me if you wish to pursue this.

THE KIND OF NEWS I HATE TO ANNOUNCE

is the recent death in Florida of our valued member Warren Hagen from a heart ailment that has troubled him for some time. Warren had been working on the restoration of his Squire SS-100 for the past few years when he felt up to it and he had told me more than once that his dream was to complete the restoration work and then make some long weekend trips during top-down weather. I can't tell you how close Warren was to completion of the work but the family would now like to sell the car and you can contact Warren's daughter, Mary Hagen, at the family residence in Destin, FL at Area 904+837-3508. She had not set a price when I talked to her but I'll tell you this: After a number of phone chats with Warren and listening to the details of the quality restoration work he was doing, I suspect that someone's going to get a bargain on this car.

FORD

ATS60C4A	Automatic Trans Shifter C-4 23"	\$189.95
ATS60C4B	Automatic Trans Shifter C-4 16"	179.95
ATS60C4C	Automatic Trans Shifter C-4 12"	175.95
ATS60C4D	Automatic Trans Shifter C-4 10"	175.95
ATS60C4E	Automatic Trans Shifter C-4 8"	175.95
ATS60C4F	Automatic Trans Shifter C-4 6"	175.95
ATS60C6A	Automatic Trans Shifter C-6 23"	189.95
ATS60C6B	Automatic Trans Shifter C-6 16"	179.95
ATS60C6C	Automatic Trans Shifter C-6 12"	175.95
ATS6FMXE	Automatic Trans Shifter FMX 8"	175.95
ATS6FMXF	Automatic Trans Shifter FMX 6"	175.95
ATS6AODA	Automatic Trans Shifter AOD 23"	189.95
ATS6AODB	Automatic Trans Shifter AOD 16"	179.95
ATS6AODC	Automatic Trans Shifter AOD 12"	175.95
ATS6AODD	Automatic Trans Shifter AOD 10"	175.95
ATS6AODE	Automatic Trans Shifter AOD 8"	175.95
ATS6AODF	Automatic Trans Shifter AOD 6"	175.95

CHRYSLER

ATS6727A	Automatic Trans Shifter 727 23"	\$209.95
ATS6727B	Automatic Trans Shifter 727 16"	199.95
ATS6727C	Automatic Trans Shifter 727 12"	195.95
ATS6727D	Automatic Trans Shifter 727 10"	195.95
ATS6727E	Automatic Trans Shifter 727 8"	195.95
ATS6727F	Automatic Trans Shifter 727 6"	195.95

BOOT SETS

70HRB	Hot Rod Shifter Boot	\$16.95
70CLB	Classic Shifter Boot	19.95
70EHB	Emergency Hand Brake Boot, Trans Mt.	16.95
70EHB	Emergency Hand Brake Boot, Floor Mt.	16.95

TRANSMOUNT EMERGENCY HAND BRAKE

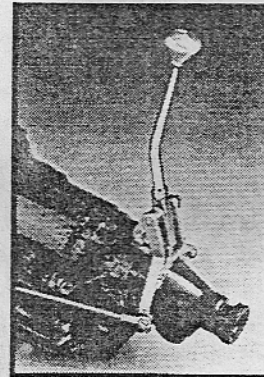
EHB-7011	11" Trans Mt. Emergency Hand Brake	\$99.95
EHB-7016	16" Trans Mt. Emergency Hand Brake	99.95

FLOOR MOUNT EMERGENCY HAND BRAKE

EHB-7000F	Floor Mount Emergency Hand Brake	\$79.95
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EMERGENCY BRAKE CABLES

EC-80TU	Trans Mount Black Housing	\$89.95
EC-80THT	Trans Mount Hi-Tech Stainless Braid	129.95
EC-80FU	Floor Mount Black Housing	89.95
EC-80FHT	Floor Mount Hi-Tech Stainless Braid	129.95
EC-8000U	Connector Cable for '37 to '48 Ford H.B. Black Housing	54.95
EC-8000HT	Connector Cable for '37 to '48 Ford H.B. Stainless Braid	79.95
EC-8001U	Connector Cable for Foot Operated E. Brake, Black Housing	54.95
EC-8001HT	Connector Cable for Foot Operated E. Brake, Hi-Tech Stainless Braid	79.95
EC-8002U	Connector Cable for '38 to '48 Plymouth/Dodge H.B., Black Housing	54.95
EC-8002HT	Connector Cable for '38 to '48 Plymouth/Dodge H.B., Hi-Tech Stainless Braid	79.95

**NEW PRODUCT**
**LOKAR'S NEW
TAILMOUNT AUTOMATIC
TRANSMISSION SHIFTER**

Now you can have the same great safety features of a Lokar Shifter with our new Tailmount Shifter. Lokar's Tailmount Shifter mounts to the tailhousing bolts. Lokar's exclusive tailmount bracket gives you a choice of TWO mounting positions for the most versatility in a tailmount shifter. Applications available for Chevy, Ford and Chrysler transmission in 6", 8", 10" and 12" lengths.

\$159.95 each.

LOKAR'S AUTOMATIC TRANSMISSION SHIFTER

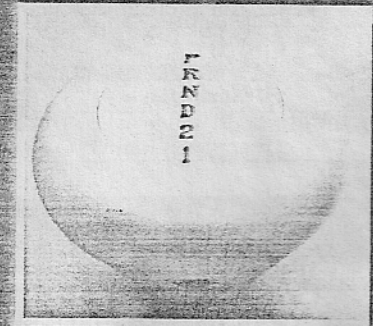
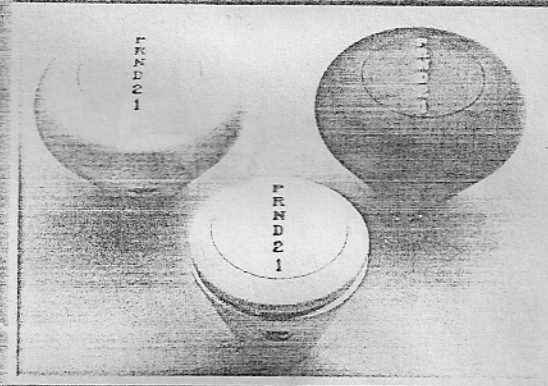
Join the car enthusiasts who have experienced Superior Craftsmanship with Lokar's Automatic Transmission Shifter.*

Our shifter is designed with safety in mind. This shifter is completely adjustable and can be mounted in any number of front to rear positions with the use of our exclusive main plate and side brackets. Mount the shifter in an existing floor opening or put it exactly where you want it. Prevent accidental reverse, neutral or drive shifting with Lokar's exclusive "Safety Lock-Out Button."

Other Features Include:

- Neutral safety switch.
- 360 degree rotation of lever for extra leg room.
- Out-from-under-the-dash and away-from-the-seat lever adjustments.
- Knobs available in original mushroom style; black anodized mushroom and Hi-Tech Lokar tapered knob (see photo for styles).
- *Chrome plated lever available in 23", 16", 12", 10", 8" & 6" lengths.
- Gold indite bracketry.
- All hardware included for installation.
- All transmission applications available.
- All shifters available in 23", 16", 12", 10", 8" & 6" lengths.
- Brushed Aluminum Original Mushroom, Black Anodized Mushroom and Hi-Tech Lokar Tapered Knobs available for all shifters.
- *SPECIFY LENGTH AND KNOB STYLE WHEN ORDERING.

Shift pattern engraved on knobs meets N.S.R.A. safety requirements.

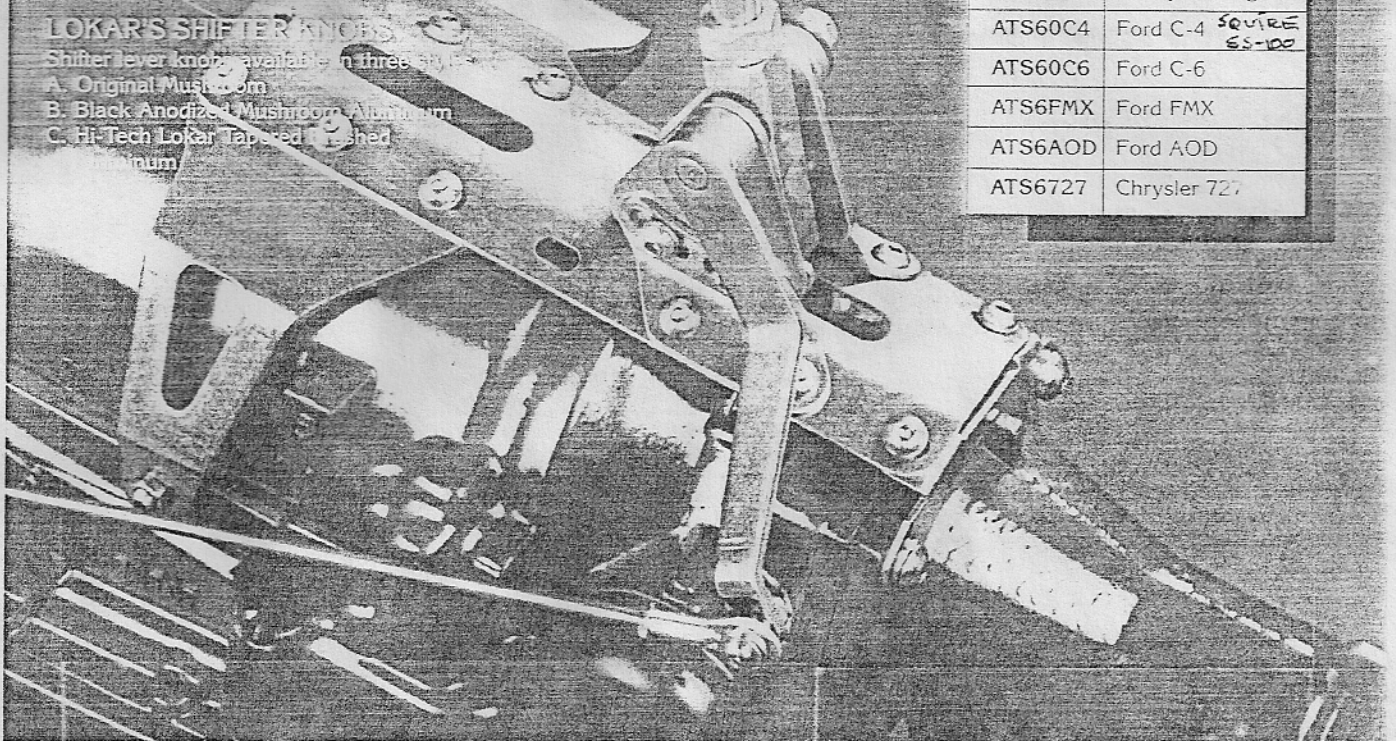


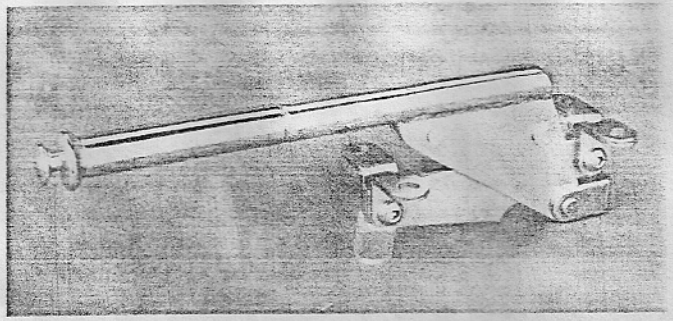
LOKAR'S SHIFTER KNOBS

Shifter lever knobs available in three styles:

- A. Original Mushroom
- B. Black Anodized Mushroom Aluminum
- C. Hi-Tech Lokar Tapered Knob

Part No.	Description
ATS6350	Chevy TH-350
ATS6400	Chevy TH-400
ATS6700	Chevy 700-R4
ATS60PG	Chevy Powerglide
ATS60C4	Ford C-4 <i>5-SPEED</i>
ATS60C6	Ford C-6
ATS6FMX	Ford FMX
ATS6AOD	Ford AOD
ATS6727	Chrysler 727





LOKAR'S NEW FLOOR MOUNT EMERGENCY HAND BRAKE

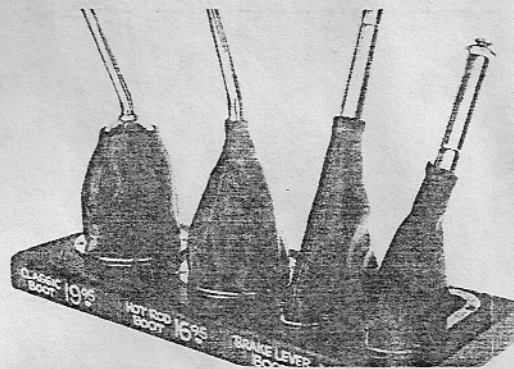
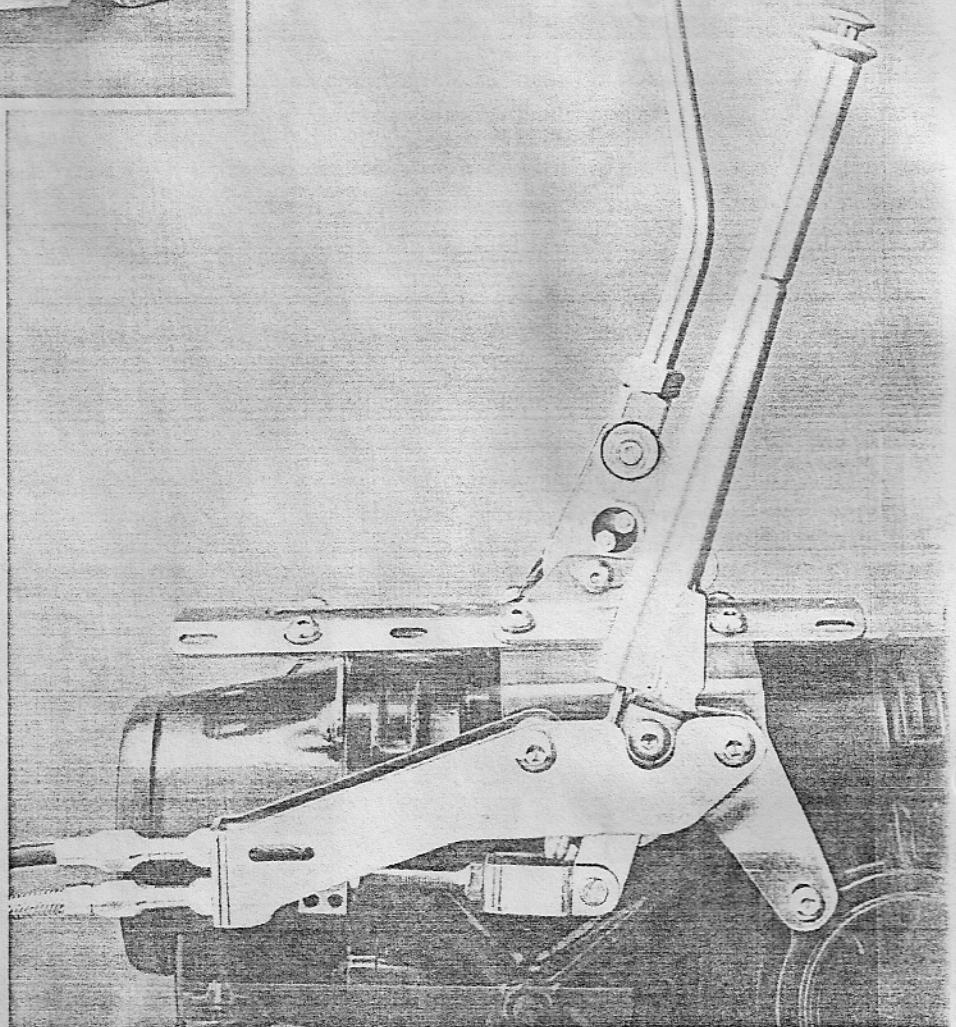
Floor Mount Emergency Hand Brake is designed after the automotive industry standards. Ratchet cut gear plate and lock are heat treated for strength and safety. Special feature includes 4-point mounting capabilities for floor mount or side mounting for personal applications. Lever has been designed with durability in mind.

Part No.	Description
EHB-7000F	Floor Mount Emergency Hand Brake

LOKAR'S NEW TRANSMOUNT EMERGENCY HAND BRAKE

Transmount Emergency Hand Brake is designed after the automotive industry standard. Ratchet cut gear plate and lock are heat treated for strength and safety. The geometrical design of the lever allows for comfortable leverage operation. Levers are available in 11" and 16" lengths.

Part No.	Description
EHB-7011	11" Trans Mount Emergency Hand Brake
EHB-7016	16" Trans Mount Emergency Hand Brake

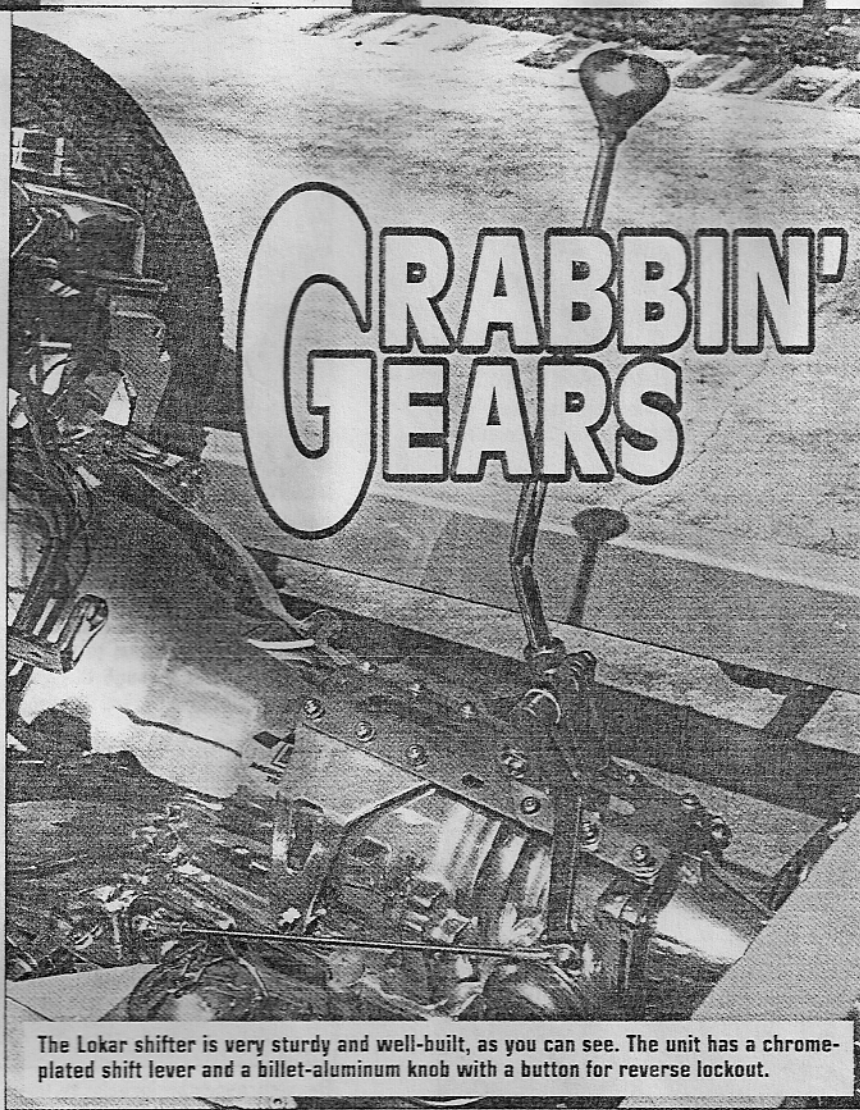


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LOKAR'S BOOT SETS

All sets include boot, chrome round base ring and stainless screws. Shifter boot includes rubber bezel to eliminate air flow from the floor through the boot.

Part No.	Description
70CLB	Classic Shifter Boot
70HRB	Hot Rod Shifter Boot
70EHB	Emergency Hand Brake Boot-Trans Mt. Style
70EHB	Emergency Hand Brake Boot-Floor Mt. Style



The Lokar shifter is very sturdy and well-built, as you can see. The unit has a chrome-plated shift lever and a billet-aluminum knob with a button for reverse lockout.

Installing A Lokar 700R4 Shifter

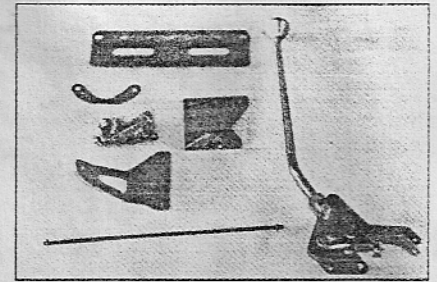
By Jeff Tann

It is safe to say that the majority of street rods have automatic transmissions. Convenience and driving ease are two reasons why automatic transmissions have become popular. Most rodders want their street rod to be as comfortable to drive as a passenger car. Over the last decade, more and more creature comforts have been introduced into street rods and customs, such as air conditioning, power windows, cruise control, and elaborate stereo systems. An automatic transmission is just a natural extension of that approach to building a car.

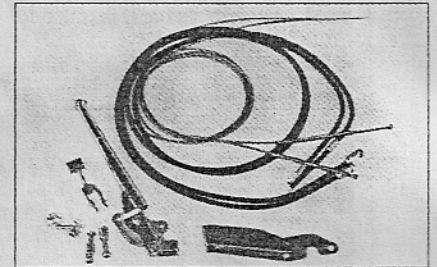
The most popular transmission for street rods is the Turbo 350 automatic, which is the natural choice for small-block Chevys. The larger Turbo 400 is the next logical selection for small- or big-block Chevy engines. Ford enthusiasts generally select C-4 automatics, but we see a change taking place. Street rodders are entering the high-tech

world when it comes to transmissions, because an increasing number of rodders are starting to use automatic overdrive transmissions like GM's TH700R4 and Ford's AOD trans. These transmissions have good gear ratios for quick acceleration, and an overdrive mode for high-speed highway driving. They really offer the best of both worlds, because your street rod will have excellent around-town acceleration, and in overdrive offer a low engine-rpm ratio on the highway resulting in excellent gas mileage.

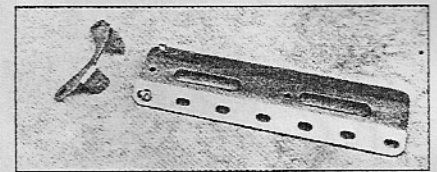
When we started building the Mail-Order Delivery, we decided to enter the high-tech world by using a Tuned Port Chevy engine backed by a TH700R4 transmission. One of the first questions we had regarding the trans is whether anyone was making a shifter. Our first call went to Lokar, which does make a shifter for the new TH700R4 tranny as well as the GM Turbo 350, 400 and Ford C4 and C6. We promptly ordered one with an optional emergency brake. During the course of building the car, we installed the shifter prior to the installation of the body, so we will show you how it's done. It took less than an hour, start to finish. What could be easier?



The kit is delivered as shown with all the brackets and hardware necessary for a simple bolt-on operation.



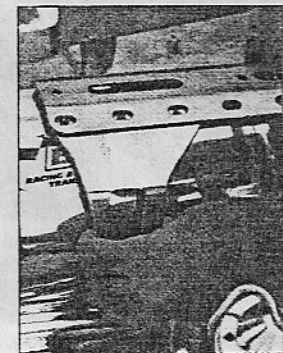
The optional emergency brake bolts to the shifter and comes complete with hardware and cables. The unit can be used in a standard form with one main cable pulling a second cable that attaches to both rear brakes, or in the case of the Jag we are using, two individual cables, one to each Wilwood E-brake caliper.



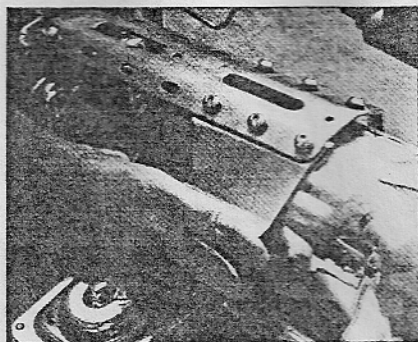
The first step is to attach the small bracket to the large bracket, using the nuts and bolts provided.



The bolts are Allen-head screws with lock-nuts. The small bracket bolts to the bottom side of the long bracket.



With the long bracket held in place on top of the trans, determine where the front bracket has to be attached. In this instance it was at the front of the long bracket.



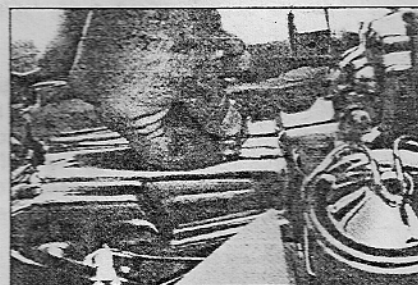
Here's a view of the long bracket and how it will be mounted to the trans.



With the bracket temporarily in place, the shifter can be located on the bracket. There are several small adjustments that can be made forward, backward and at an angle to adjust shift throw.



On the side of all GM transmissions you will find small, round bosses like this one. The Lokar shifter uses the bosses to fasten the front part of the bracket. There is a boss like this on both sides of the trans.

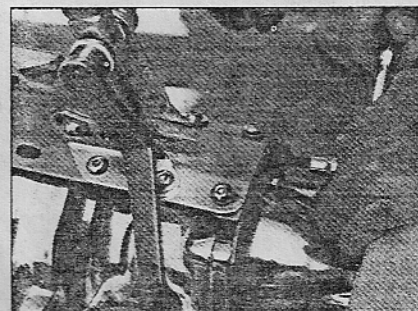


These small, round inserts are used with the shifter to secure it to the trans. They fit into the bosses and are a fairly tight fit. An Allen-screw stud threads into the shifter bracket and screws into these inserts.



We installed the shifter tower on the bracket using the screws and locknuts provided.

The shifter bracket was installed on the trans by tightening Allen screws into the round inserts that fit into the bosses in the trans as shown.



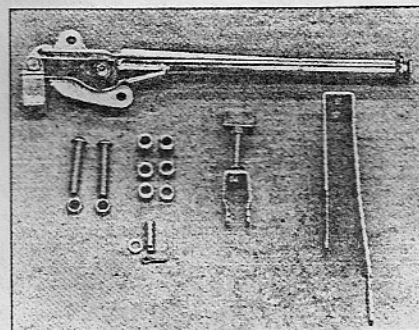
The small rear bracket fits over the tailshaft bolt holes and new Allen-head bolts are installed.



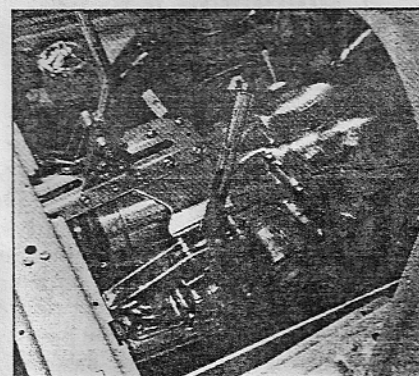
Attach the shift lever to the transmission, and put the trans in the park position. Install the fitting shown on the threaded rod along with the jam nut.



Put the shift lever and the transmission in the park position and mark the rod for the proper length where it has to be cut. The rod is a little longer than necessary, so it has to be cut to fit. After cutting the rod, attach the other fitting and attach them to the shifter lever. Move the lever through the gears to make sure everything is hooked up properly.



The emergency brake bolts to the right-hand bracket using two bolts and spacers.



The emergency brake fastens to the right-hand bracket and looks just like an old original unit. However, it works a lot better. In one of the next issues we'll show you how to hook up the cables. RC

Source

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