

Installation of the B&M Hammer shifter is a good way to get a manual 1-2-3 shift on the AOD when used with a valve body such as the Lentech Street Terminator that can lock out overdrive and use the three shifter positions for the first three gears. A clean installation of the Universal B&M Hammer (part 80885) in the Lincoln Mark VII is facilitated with the addition of Tecmotive's B&M Hammer adapter plate which mounts flushly to the Mark VII console and allows the B&M shift indication panel and shifter boot assembly to be snapped on top. Following these instructions will allow you to make a clean looking install of the shifter.

First you will need a B&M Hammer shifter (80885), a B&M AOD linkage kit (40496), and the Tecmotive B&M Hammer adapter plate. You will also need a 1.5" grommet to protect the shifter cable where it goes through the tunnel.

Installation of the Hammer Shifter requires installation of the B&M AOD linkage kit, which requires removal of the transmission pan. You should follow B&M's instructions for that, and it is helpful if you install the linkage upgrade first before fitting the shifter.

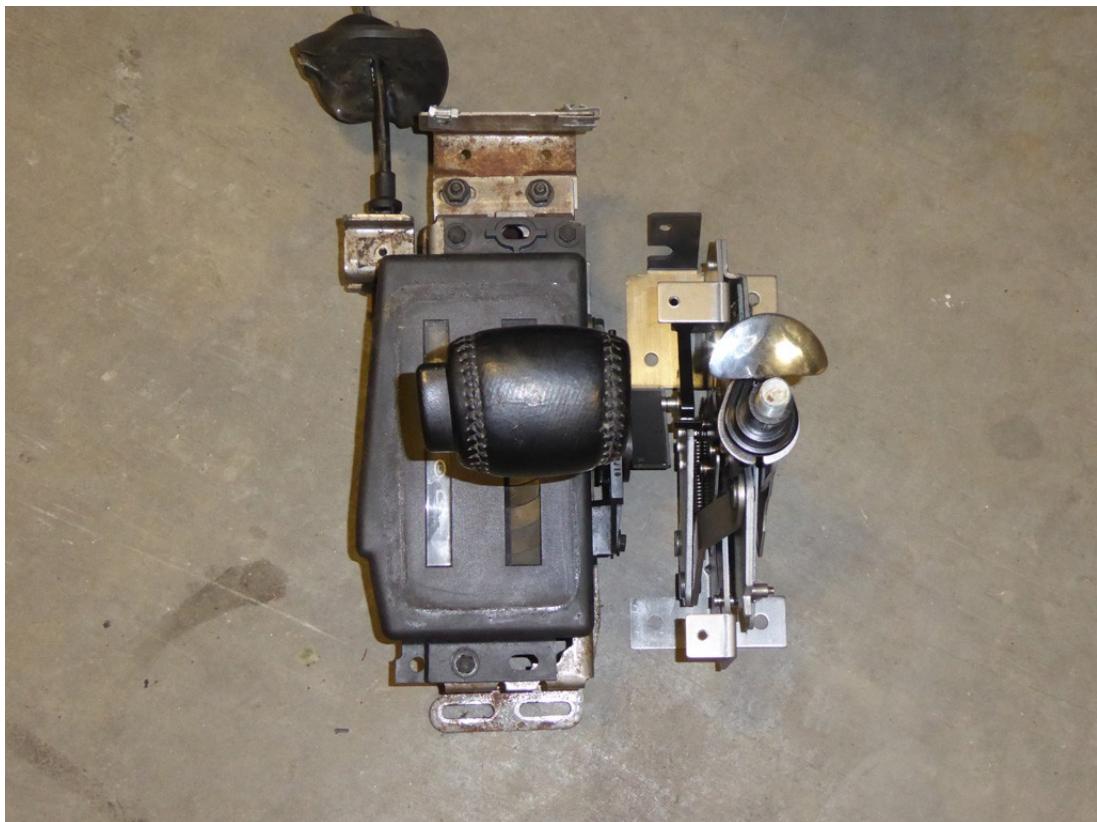
Let's take a look at the stock shifter with the console removed. From the driver's side you can see the front pull shifter cable, the steering wheel lock cable, and the gear indicator illumination bulb.



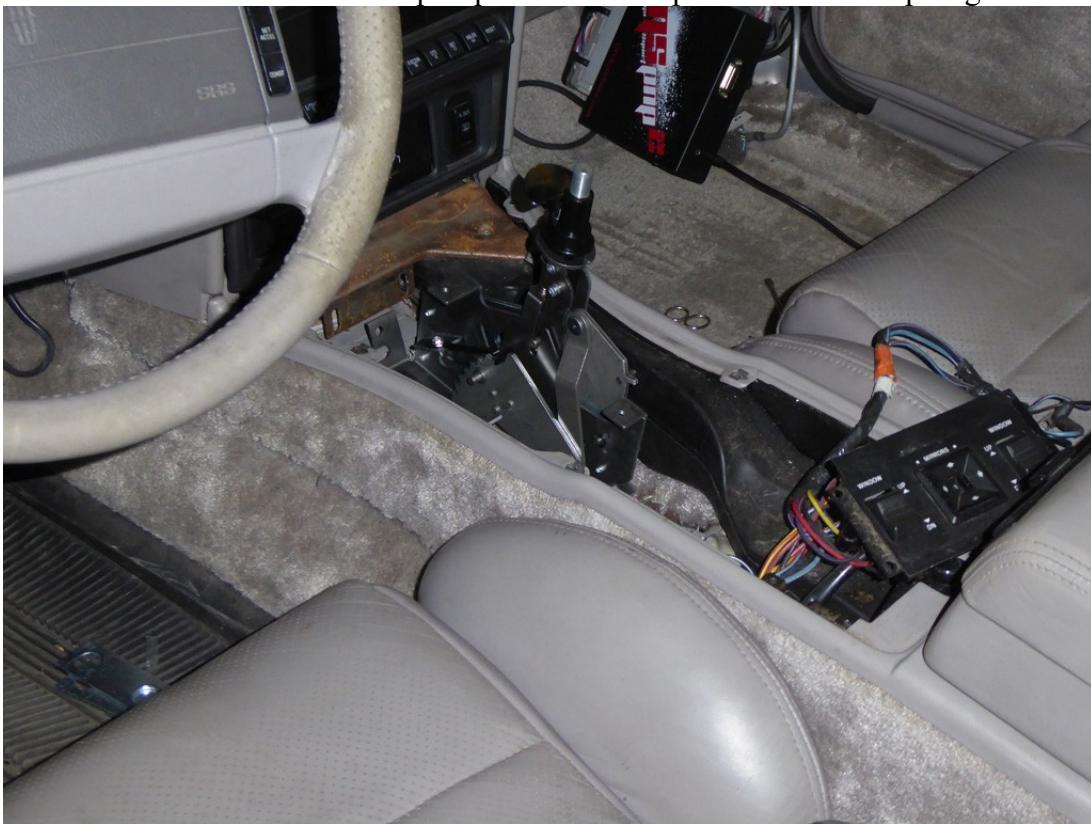
On the passenger side you can see the vacuum control for the shifter activated e-brake release. This is never going to work with the Hammer, so you should make a note to disconnect this line in the engine bay as well.



Here's a shot of the stock shifter and the universal Hammer side by side. They are pretty similar in form factor, but the Hammer needs to be installed a little bit to the right of where the stocker was in order to get the gear indicator panel centered on the console.



Take the time to mock the Hammer up with the console to be sure you are installing it in the right place. The Tecmotion B&M Hammer adapter plate is also helpful at the mock up stage.



Here's a top down shot of the Hammer mocked up with the console.



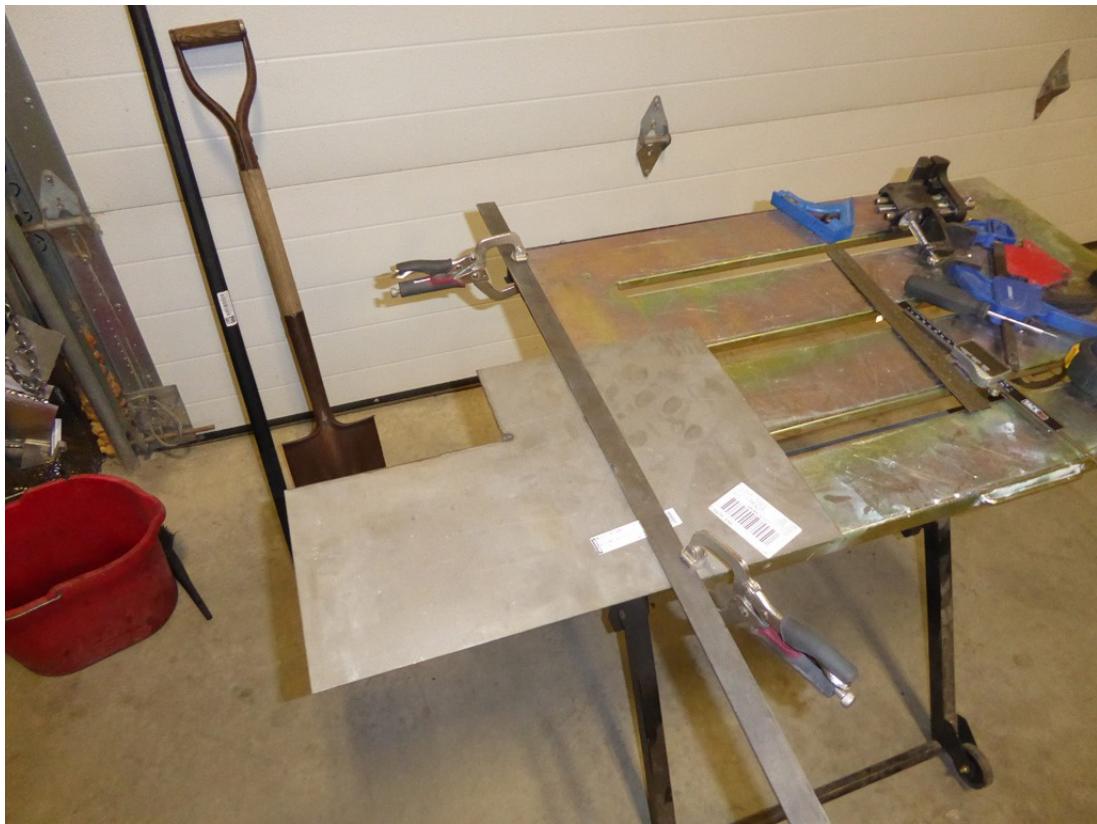
Here's the Hammer mocked up with the Tecmotion adapter plate.



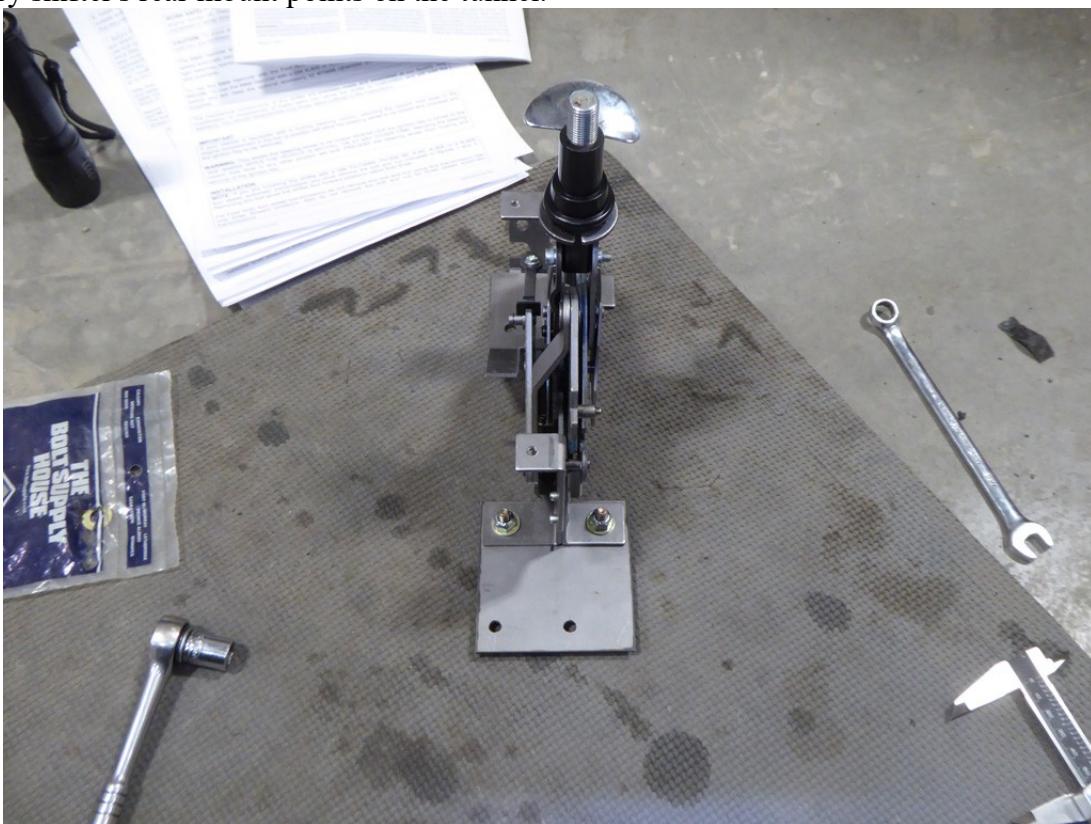
And here is a top down look at it with the Tecmotion adapter. Using the Tecmotion plate at the mock up stage will help you to get the left/right alignment of the shifter installation right.



The strategy that I used to mount the Hammer was to build mounting plates to bolt it to the factory attachment points. I cut these out of some light steel plate with a plasma cutter.



Here's the Hammer with the custom rear mounting plate. Note the offset, and that it will bolt directly to the factory shifter's rear mount points on the tunnel.



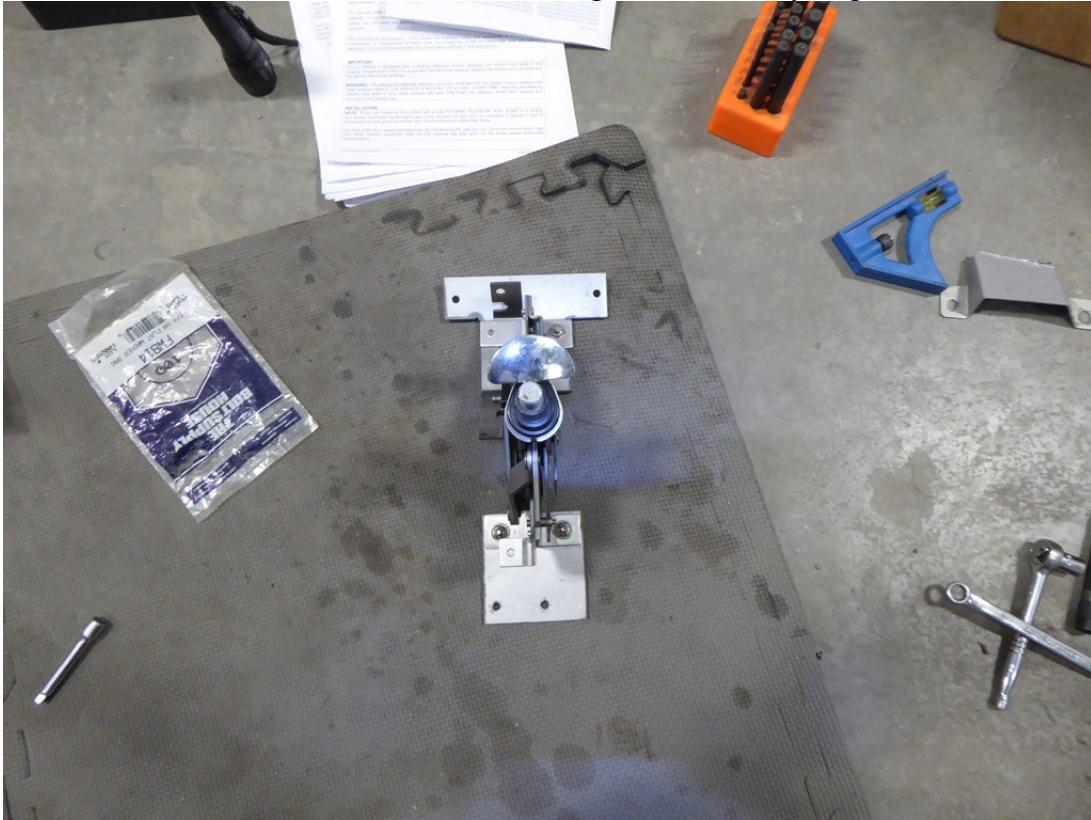
You don't need the console for the rest of the installation so I removed it. With the shifter mounted at the back it was clear that there was an interference issue with the bracket in front of the shifter.



I cut the back part of the offending bracket out with an air saw and unbolted it from the studs. Then I made another mounting plate to attach the front of the shifter to those studs. Don't worry, the remaining portion of the bracket is strong enough to do the job it is supposed to do. Here's a picture of the front mounting bracket. You can bend the bracket slightly to fit in a vise or with a metal brake.



Here's a shot of the Hammer bolted to the two mounting brackets, ready to go in the car.



With the bracket out of the way, you can cut the 1.5" hole in the floor that B&M calls for, and notch the mounting bracket to work with the hole, then you can go ahead and bolt the shifter and cable in place.



I had a 1.5" grommet on hand that worked well with this setup, but finding a grommet is totally up to you.



You will also have to tie the steering wheel lock cable in the "park" position with a zip tie as part of the installation.



Under the car you can see the cable come through near the left side of the transmission, and notice that I used the factory grommet to route the wiring for the Lentech valve body electric OD lockout.



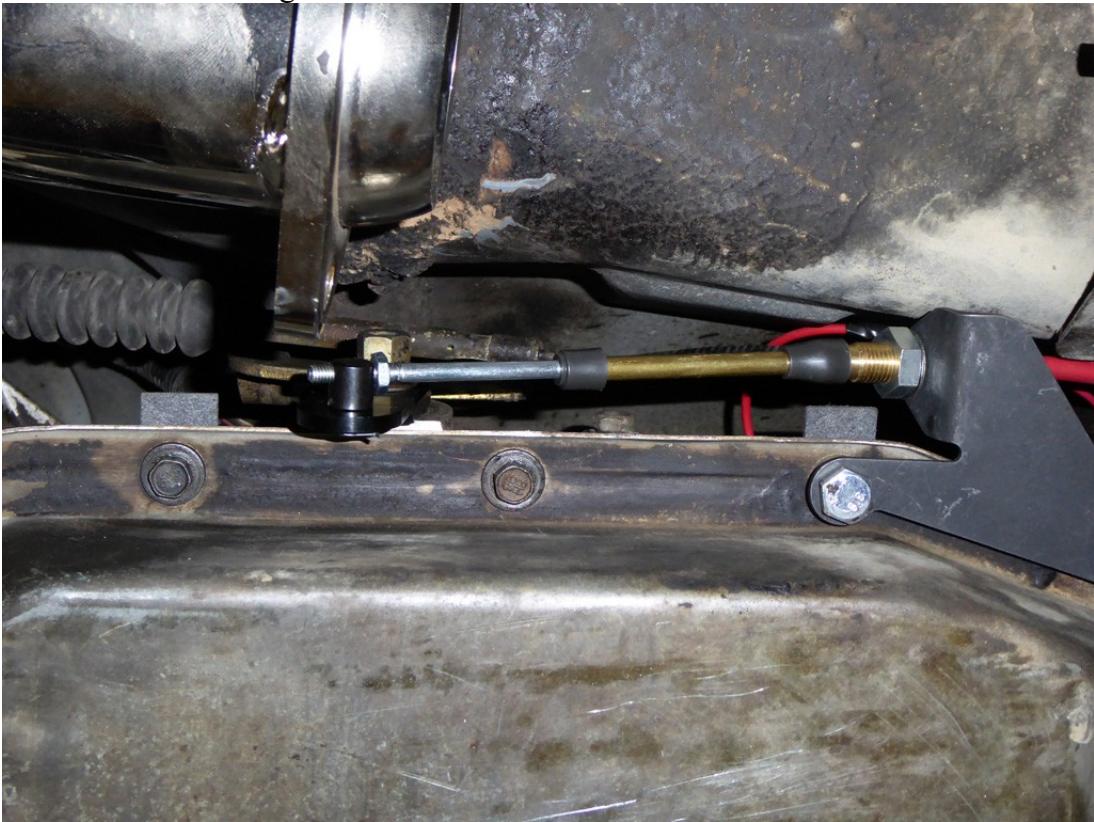
Here's an overview look at the cable routing from underneath. It is done exactly the way that B&M suggests and works fine. I tried a 3' cable directly to the transmission, but it was going to kink excessively, so the suggested routing turned out to be the best.



The linkage has lots of clearance to the long tube headers on this car too.



A final, closer shot of the linkage.



With the shifter functionally installed in the car, it is time to finish the interior installation. You can reinstall the console at this point, but don't bolt it down. The center console finish panel has to be trimmed to fit the new shifter. Put it roughly in place and mark the parts that need to be trimmed with masking tape. You may have to mark and trim the front first, then mark and trim the rear. I used an air saw to cut the required notches in the finish panel, but be careful not to damage the panel with whatever you use to cut them out.



Here's a look at the finish panel with the front notch marked and cut and the rear notch marked. Note the air saw on the floor in picture.



B&M say to use #6 screws to attach the shift indicator bracket to the shifter housing. I found this virtually impossible with the Lincoln console, so I welded studs to the shifter housing and used nylocks to secure the shift indicator cable bracket to the shifter.



Once the shift indicator cable is secured, you can bolt the console down and bolt the Tecmotion adapter panel to the B&M shifter.



Complete the installation by snapping the B&M shift indication panel to the Tecmotion adapter and installing the shifter knob, release lever, and shifter boot per the B&M instructions.

