

ZSpeedPerformance

Installing your “*Solid*” shift mount



Remove four screws from radio trim



Radio trim removed, Remove 3 screws from shifter trim. The other screw is under the ash tray. Remove shift knob and remove shifter trim. Use caution removing shifter trim, remove the harness for the mirror controls, lighter, etc.



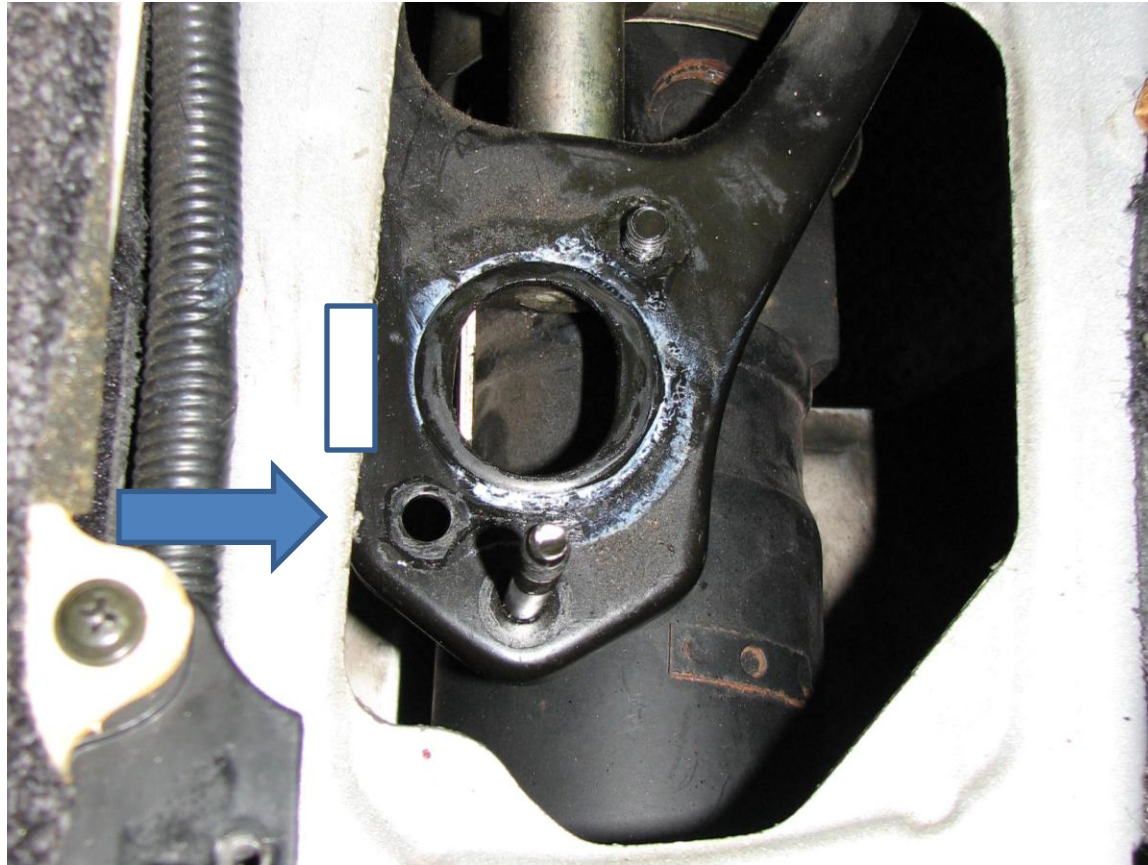
After removing shifter trim, remove stock rubber boots and shift boot plate, Remove 4 bolts to remove shift boot plate.



Remove 12mm nut from shift mount rubber mounting point. Then remove stock shift mount plate



Remove your shifter (stock shifter shown) Hold nut with long 12mm wrench while loosening bolt with short 12mm socket and ratchet. Be careful not to drop nut/bolt or bushings and sleeve from inside the pivot point of the shifter. Remove 12mm nut from shifter stud located under mount and remove 12mm bolt from other shifter mounting location to plate to remove shifter from mounting plate.



Shifter removed, Now mark location of rear shifter mounting hole on the body of your car while holding up on shift bracket. You want to be able to center your new shift mount after installation to where your stock one sits currently.



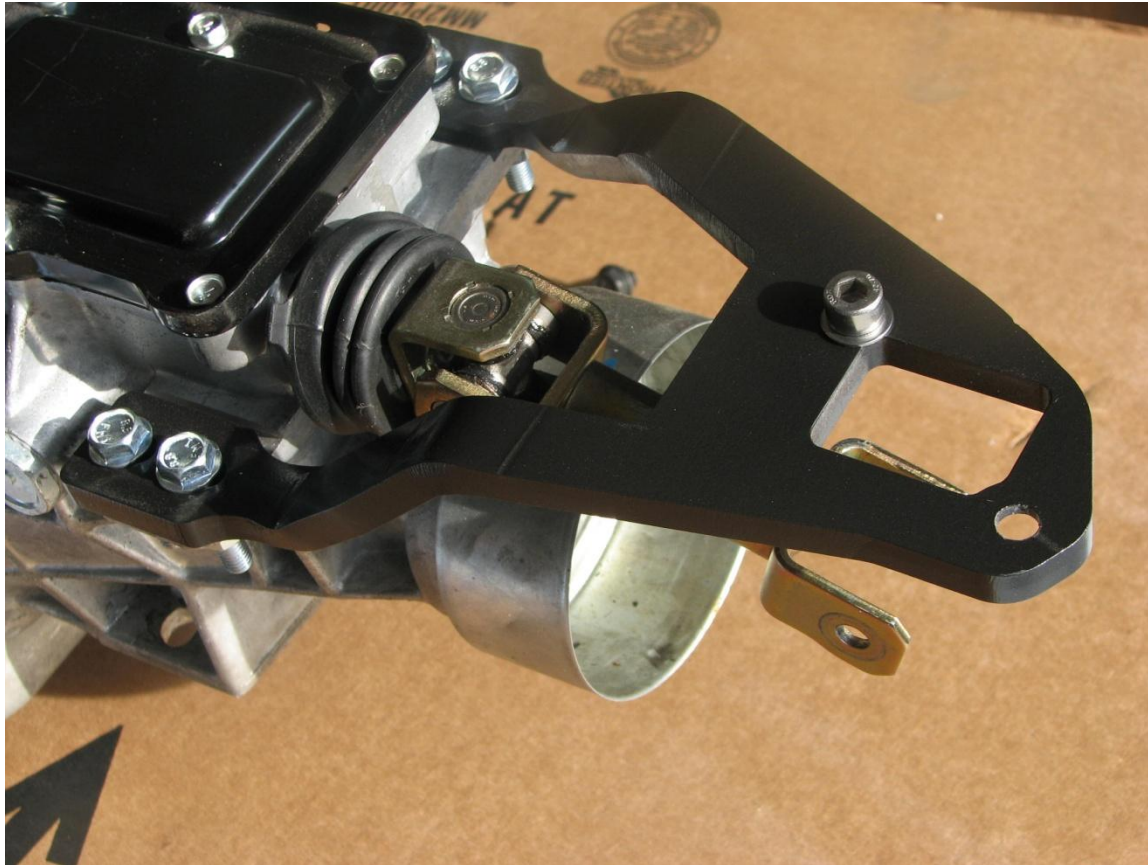
Under car

Remove (4) 12mm attaching bolts that hold stock shift mount to tail housing of transmission.

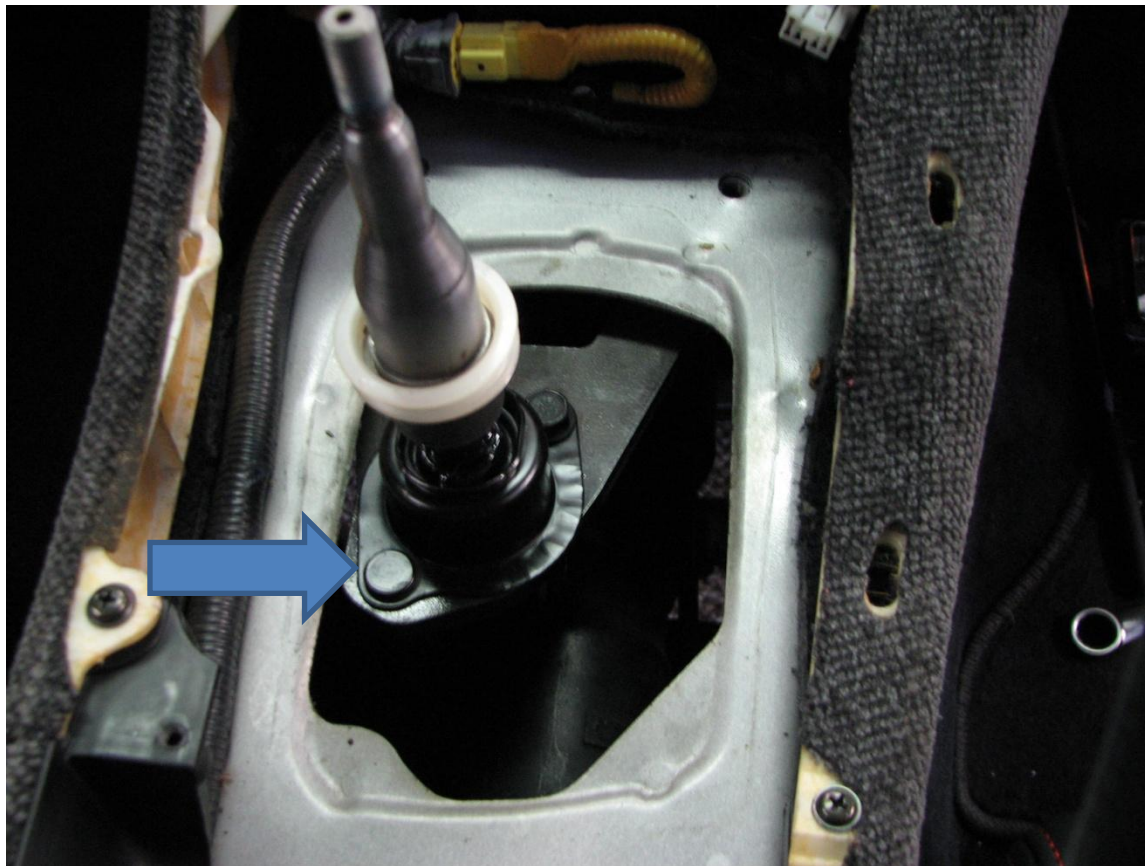
After removing the 4 bolts shift mount is loose from trans, Depending on your exhaust set-up you may have to remove the rear exhaust mount that bolts to the transmission mount to get the shift mount out. The only car we have not been able to get the mount out with was with a car with random tech 3" test pipes. All others with 3" and 2.5" exhaust have been able to wiggle out . You may have to flip, turn ect but it will come out.



Picture shows where stock exhaust mount has been removed to give added clearance to remove stock shift mount on a car with Random Tech 3" test pipes.

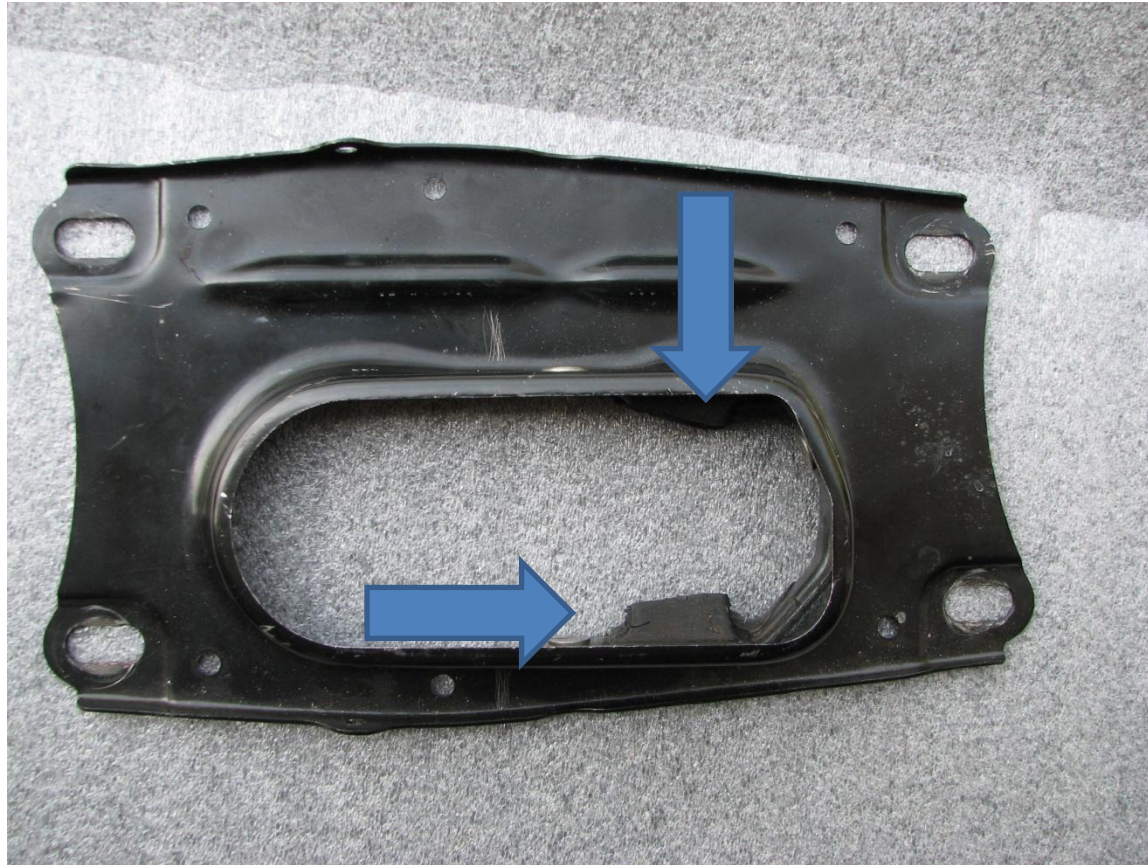


This is how your new solid mount attaches to the trans with included new hardware. Lock washers go onto the bolts. These ease in tightening from below.



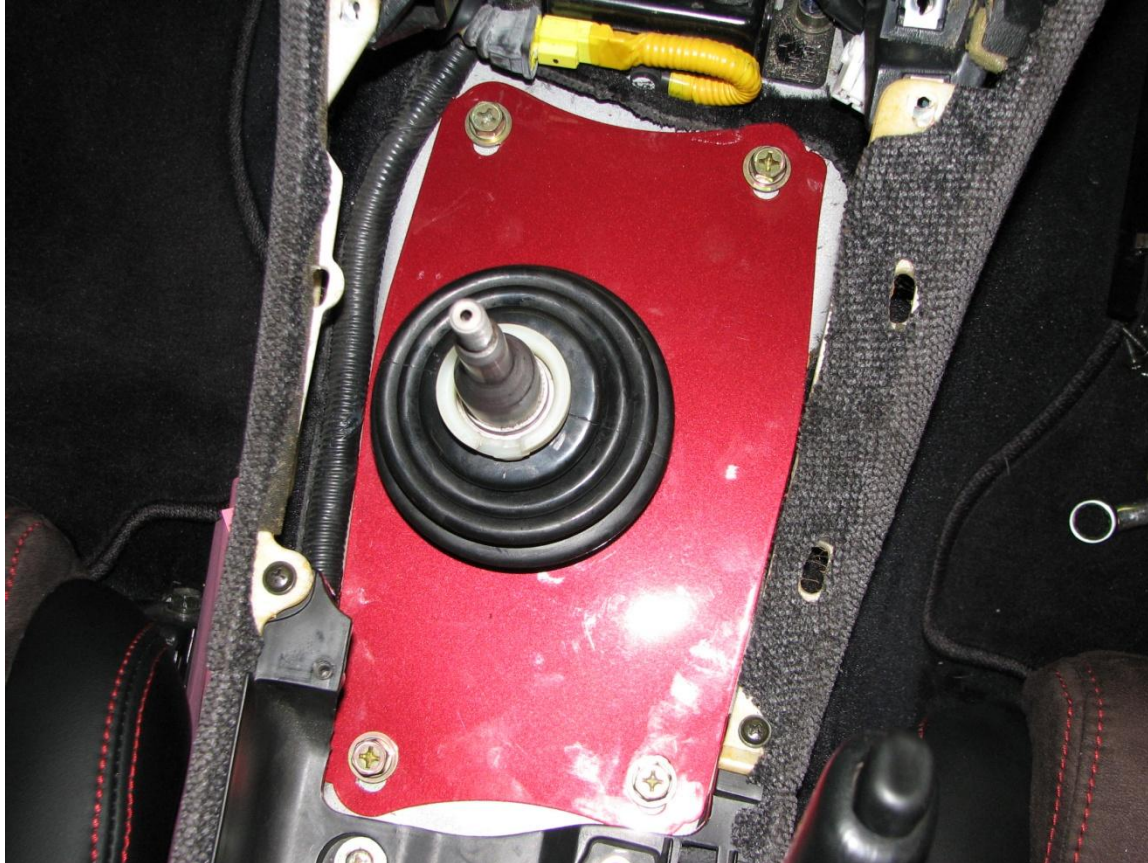
After loosely installing your new solid shifter mount to the trans return to the top of the vehicle and adjust your mount to your previously marked position. On select cars it may be needed to shift the mount slightly to the right to clear the body on the left rear corner of the mount. Most will sit far enough below (1/4") that it is not an issue . Now return under car and tighten your shifter plate mounting bolts. TQ to 20-25 ftlbs. Reinstall shifter with supplied new hardware. The new hardware have 13mm heads.

AFTER INSTALLATION CHECK CLEARANCE BETWEEN DRIVESHAFT AND BOTTOM OF SHIFTER. You should have approx 3/8" minimum clearance. If you do not contact us.



If you are using the stock shifter tunnel boots and boot retainer plate you will need to cut the stock rubber mount out of it to make clearance for the new solid shift mount. A hack saw works well for this. Most are fairly brittle and can just be broken out by hand. Reinstall factory boots and trim.

Now sit back and enjoy “real” shifts!



If you purchased the *Zspeed* upgraded tunnel boot plate with your new solid shift mount simply slide over shifter and carefully roll the top of the boot over the shift knob stop plate being careful not to rip boot. A little lube helps getting it over the shift knob stop plate.



Z1 Shifter installed

I highly recommend the *Zspeed* shifter boot plate with the purchase of your *Zspeed* solid shift mount esp with the Z1 Shifter