Shifter Fitting Instructions

1. Make sure the car is on level ground then apply the handbrake or block one set of wheels to make certain the car cannot move. Make sure the transmission is in neutral.
2. Remove the stock shifter mechanism by undoing the two 13mm bolts and lifting it from the car.
3. As your new shifter has to be mounted directly to the metal floor it may be necessary to slit the carpet or rubber floor mat to gain this access.
4. Put a small amount of grease on to the ball of the shifter base and if necessary into the socket and attach the assembly to the floor with the two 13mm bolts previously removed. **Note: It is best to place the bolts in the center of the slotted holes in the shifter base so further adjustment can be made if necessary.**
5. **DO NOT start engine!** Check that each gear can be engaged in a positive manner. If it is difficult to engage a gear adjust the position of the shifter on the floor by loosening the bolts and sliding the shifter forwards to the rear as necessary.
6. Once you are satisfied that all gears are engaging correctly start the engine and engage each gear and gently rock the car by a slow release of the clutch.
7. Finally put the boot down so it fits snugly around the shifter base. **Note: As EMPI shifters have a very rapid shift ratio it is ABSOLUTELY ESSENTIAL that parts between the shifter and the transmission are in perfect working order and not worn or bent. If there are any faults or distortions in the shift rods it will more than likely be impossible to select all gears. A worn shift rod coupler or worn bushing in the hanger under the shifter in the tunnel can also cause the same problem. It may be necessary to lube shifter reverse linkage. If so, remove shift knob and spray lubricant down center of shifter until linkage moves freely.**

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