

UNIVERSAL FLOOR SHIFTER CONVERSION KIT

Installation Instruction

WARNING:

Take proper precautions before installation. Secure the vehicle using jackstands placed in the proper lifting locations on the chassis. Be sure the vehicle is on a flat, level surface and place blocks or wheel wedges in front and rear of the back wheels. **DO NOT** use a bumper jack for supporting the vehicle. If at all possible, use a car lift when installing this shifter.

Professional installation is recommended.

CONTENTS

Qty:	Description:
1	Shifter Assembly
1	Knob
1	Rubber Boot
1	Trim Plate
1	Weather-Seal (Plastic Sheet)
1	Lever-Extender for Shifter
1	Rod Adjusting Button
2	Spring Clip
1	3/32" x 3/4" Cotter Pin
1	Connecting Rod - Straight
1	Connecting Rod - Bent
1	Special Adapter
1	Transmission Arm/Adapter
1	Transmission Arm/Adapter
1	Transmission Arm/Adapter
1	Transmission Arm/Adapter
2	"U" Bolt - 1/4-20 Thread
1	"U" Bolt - 1/4-28 Thread
6	1/4-20 x 1" Hex Head Cap Screw
1	1/4-20 x 1-3/4" Head Cap Screw
10	1/4" Split Lockwasher
10	1/4-20 Hex Nut
4	1/4" Flatwasher (5/64" Thick)
1	1/4" Flatwasher (1/16" Thick)
1	5/16-18 x 1" Hex Head Cap Screw
1	5/16-18 Hex Nut
2	3/8-24 Hex Nut
1	3/8-24 Hex Jam Nut
1	3/8" Flatwasher
4	#10-12 x 1 Sheet Metal Screw
1	Hardware Kit
1	Ignition Block Adapter
1	Ignition Block
1	Spacer
2	Screw, 6-32 x 7/16
2	Screw, 6-32 x 5/8

STEP 1

Shift the factory shifter into the NEUTRAL position.

Column Shift:

Remove the pin that holds the factory shifter lever in the column, then remove the lever from the column. Disconnect the shifter rod from the transmission to the column.

Factory Floor Shift:

Disconnect and remove any consoles or trim to access the shifter assembly. Remove the assembly and any cables or brackets. The floor should be a smooth area for mounting the new shifter.

1969 & Later Vehicles with Locking Steering Columns:

It is VERY IMPORTANT to use the Ignition lockout included with this kit with vehicles that have a locking steering column. In the event the key is turned to the off position while the vehicle is in motion, there's the risk of the steering locking causing the vehicle to lose control.

STEP 2

Locate the desired position for the shifter on the center of the transmission tunnel. Drill a small hole to inspect the mounting area.

STEP 3

Check location underneath the floor pan over the transmission for clearance. Then place then supplied template over the floor using the guide hole as center. If there is carpet, carefully cut away the necessary material using the template as a guide.

Drill 4 guide holes on the perimeter of the rectangle on the template and reinspect under floor for clearance. Be sure to check for any obstructions or obstacles before continuing.

Drill a series of holes and use shears or a die grinder to cut out the rest of the metal. Use a punch to mark the 4 holes using the template. Use a 9/32" bit and drill out the holes.

See next page for template.

STEP 4

Attach lever extender to the shifter mechanism using the supplied 1/4"-20 x 1" bolts, lockwashers, and nuts. Using the supplied sheet of plastic, pierce the plastic weather seal with the shifter arm.

STEP 5

Insert shifter arm through the floor opening and move the stick in the full range of motion. Notice if there is any contact between the arm and anything underneath the vehicle. The shifter extender arm can be cut or bent to suit your needs.

STEP 6

The shifter arm comes assembled so that the Park position of the stick is all the way forward. If the vehicle has a shift pattern that has Park all the way to the rear, the dowel located on the shaft must be driven to the opposite side.

STEP 7

Attach the shifter to the floorboard using the supplied 1/4"-20 x 1" hex head bolts, washers, lockwashers, and nuts. Additional washers may be required to space the shifter from the floor.

SHIFTER MECHANISM

In the event this shifter needs to be disassembled or has arrived unassembled, the picture to the right is an example of how it is put together. The tab at the bottom of the shifter always goes towards the driver's side (left) of the vehicle. The roll-pin is always adjusted to the passenger side (right) of the vehicle unless the transmission has Park all the way to the rear of the shift pattern. Between the floor bracket and shifter handle, there are a clear, plastic "slip disk" that goes between them. This insures the handle and bracket will not bind. There's also a collar in the middle of this assembly that the spring rests on. Be sure it is in place or there is a risk the vehicle may accidentally shift in or out of park randomly.

- 1) Shifter Handle
- 2) Floor Mount Bracket
- 3) Clear Plastic Slip Disk
- 4) Arm Extender Mount
- 5) Center Bolt
- 6) Tension Spring
- 7) Roll Pin

LINKAGE INSTALLATION

This kit comes with everything you need to install this shifter on just about any vehicle that has a transmission under your feet. All linkage adapters are designed to work more than one way and are intended to be cut, bent, and even drilled to suit your needs. While most applications will be straight-forward without any modifications to the adapters, some applications will need some creativity and ingenuity. This is why our shifter are shipped with plenty of extra parts.

Typically, the longest adapter arm supplied will be used on GM transmissions. The center hole that attaches to shifting rod on the transmission may need to be filed open to work. It's also designed to have a bolt pass through it to clamp it onto the rod.

Other applications will require use of the original lever. This kit includes different plates and arms that can be attached using supplied U-bolts. With little adjustments, the shifter will work fine for a long time to come.

IGNITION SAFETY LOCK

The ignition key lock block is intended for the vehicles safety and your safety. It prevents the key from being turned into the LOCK position which would hinder the ability to steer the vehicle.

Before mounting the safety block, turn the key into the OFF position but not in the LOCK position.

- For upper mounting, place the block on the ignition key housing so the latch on the block is REAR of the ignition handles. The latch should be visible between you and the ignition switch handle.

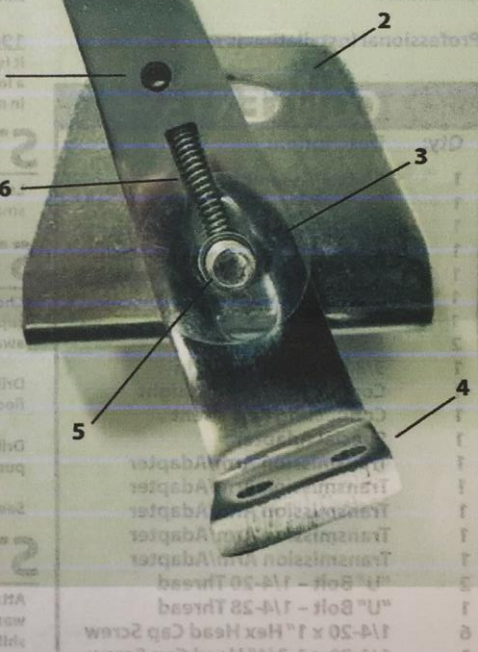
- For lower mounting, place the block on the ignition key housing so the latch on the block is IN FRONT of the ignition handles. The latch should not be visible between you and the ignition switch handle.

Once you have located a good location, hold the safety lock in position. Using a #32 drillbit, use the safety block as a guide and carefully drill 1 hole no deeper than 9/32". Install the first screw and repeat for the next hole using the safety block as a guide.

Once holes are drilled, proceed to mount the ignition key lock block using supplied screws and foam cushion. If at all the block is binding with the ignition switch handle, use provided spacer.

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CONVERSION KIT
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WARNING:
Take proper precautions before installation. Secure the vehicle using jacks and place in the proper lifting locations on the chassis. Be sure the vehicle is on a flat, level surface and place blocks or wheel wedges behind and rear of the back wheels. To lift the front of the vehicle, use a car lift where possible, use a car lift where possible, use a car lift where possible.



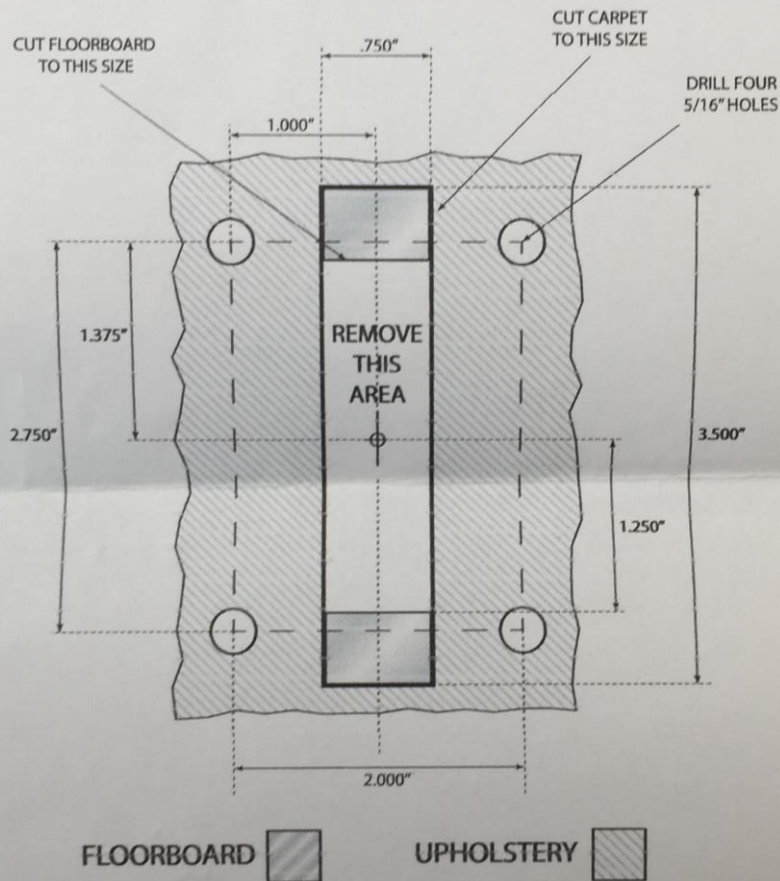
WARNING

This shifter is intended for street use only and may not be suitable for off road or racing use. Check your local rule book on what is required when selecting a shifter.

1	1/8" Flatwasher
1	5/16-18 Hex Nut
2	3/8-24 Hex Nut
1	3/8-24 Hex Jam Nut
1	3/8" Flatwasher
4	4-10-13 x 1 Short Metal Screw
1	Hardware Kit
1	Ignition Block Adapter
1	Ignition Block
1	Spacer
2	Screw 6-32 x 7/16
2	Screw 6-32 x 5/8

FLOOR TEMPLATE FOR CUTTING AND DRILLING

CHECK UNDERNEATH FLOORBOARD OF VEHICLE FOR ANY OBSTRUCTIONS BEFORE CONTINUING. A DRILL MOTOR AND METAL SHEARS WILL BE NEEDED.



PLACE CENTER OF TEMPLATE OVER CENTERLINE OF TRANSMISSION TUNNEL

NOTE: BE SURE TEMPLATE IS TO CORRECT SCALE BEFORE CUTTING