



## **Short Shifter + Front And Rear Bushing Installation Instructions.**

### **Tools Needed:**

- 4 Jack Stands
- 2 Ton Jack
- 19mm Wrench
- 19mm 1/2 Socket
- Impact Gun
- 12mm (1/4") deep socket
- 1 short 1/4" extension
- 10mm (1/4) deep socket
- Long flat head screw driver
- Short small flat head screw driver
- Tube of high temp bearing grease
- Small spatula or a credit card
- 1/4" drive ratchet

### **Steps:**

**1.** Jack up the car and put all 4 corners on jackstands. Jack it up high enough that you fit directly under the car.

**2.** Using the spatula or a credit card, Remove the shifter surround around the oem shifter. ( **2010-12 coupes**, remove the shift knob, undo the button, stick your fingers in the hole and pull up from the side facing the rear of the car. It will just pop free) Then disconnect heated seat connections if applicable. ( **2013-14 coupes**. Using the spatula get the surround loose, at the back 2 corners facing the rear of the

car. With the boot attached to the knob, spin counter clockwise until the cover and knob are removed)

**3. 2013-2014 ONLY, use a 12/13mm socket, and remove the 3 bolts holding on the weight to the stock shifter. This will not be reused so put it away afterwards!**

**4.** Now release the ebrake and get underneath the car. MAKE SURE THE SHIFTER IS IN NEUTRAL!

**5.** Take your impact gun with 19mm socket, and 19mm wrench and remove the 3 bolts on the drive shaft, that face the front of the car. Rotate the drive shaft for each bolt. The easiest way to do this is if the bolts are always right at the bottom.

**6.** There are 2 pins that are clipped into the transmission on the shifter bracket. For these you are going to use a long flat head screw driver, slide it into the clip, twist gently and pop the clips to get them free. Then remove. These Can be a pain and will break if you are not careful!

**7.** Remove the dust boot on the shifter

**8.** Using the small flat head screw driver or your fingers, remove both c-clips from the pins that are connecting the shifter to the linkage rod, and linkage rod to the transmission. Then push out the pins! Keep in mind where they go!

**9.** Make sure you pay attention to the way the linkage rod is attached. Putting it on backwards will cause really bad shift feel, grinding, and noise.

**10.** Now using the 10mm socket and small ratchet. Remove the 2 x 10mm bolts that hold the stock shifter in place. Slide off the metal plate off the bottom of the shifter and put in a safe place. After this is done, gently pull down on the shifter so that you can see the black cullet around the pivot ball. Using your small flat head screw driver. You're going to gently remove the 2 orings on the cullet. Slide them off the bottom of the shifter and again. Put in a safe place. Keep in mind the orientation of the cullet. The flat part ALWAYS goes back in upwards, just like it came out. Make sure you also put the flat black oring in a safe place. This will be found either on top of the cullet, or inside the hole. You will now pull the cullet down and force it off the shifter. Don't be scared! It won't break. After this is done. Get inside the car, pull the shifter up on an angle and wiggle it out.

**11.** Now that the shifter is out of the car, you will take the short 1/4" extension, ratchet, and 12mm deep socket and remove the 4 nuts on the shifter bracket. ( On the 2014's these will be inside the car) After the nuts are removed, Get under the car and remove the bracket.

**12.** Take the 10mm socket, and place it on the oem front bushings with the bracket on its side. give it a good whack and knock out both oem bushings. Then replace with the urethane bushings from ATQ if

ordered.

**13.** Take the 10mm socket, and remove the 2 nuts holding the rear oem bushing in place. Once removed, take the ATQ rear bushing and put it in its place, thread on both nuts onto the new bushing. Then make sure the bushing is installed parallel to the bracket. You'll have to tighten each nut carefully to achieve this. IF its not straight. You will have shifting issues! So make sure its parallel.

**14.** Now that all the bushings are installed. Reinstall the bracket to the car. Install the linkage pins first ( MAKE SURE TO GREASE THESE!) then reinstall the 4 12mm nuts onto the bracket.

**15.** Grease the short shifter pivot ball, and grease the inside of the cullet with your fingers, then push the cullet over the bottom of the shifter and onto the pivot ball. Again it won't break, so dont be afraid to force it on. Just keep in mind it works best if you push it on straight! After the cullet is installed, reattach both orings to the cullet. Put the flat oring on the top of the cullet. By sliding it down the top of the shifter, until it rests where it needs to go. Get under the car, and install the shifter by pushing it up through the hole until you almost feel it click into place. Make sure the flat oring is seated correctly when doing this. It might take a few attempts. Then reattach the metal plate and 2 10mm bolts.

**16.** Reattach the linkage rod, and both linkage pins into the shifter and at the transmission. ( GREASE THESE!!) greasing makes for easier install, and easier removal down the road if need be! When these seize, good luck removing them!

**17.** Reattach the lower dust boot onto the bracket. The bracket has notches wher the boot should clip in. The easiest way to do this is to lay on your back with your feet facing the front of the car, and feeling around with your fingers. Start at the hardest to reach corners first and work your way around. This takes both your hands to accomplish easily.

**18.** Now reattach the drive shaft bolts. Using the impact snug the first one, rotate the drive shaft, snug the second, rotate, snug the 3rd. After all 3 are snug. You can use your impact gun to tighten. Let the impact click 4 times when tight and it'll be good! DO NOT OVERDO IT!

**19.** Reassemble the interior, and lower the car. When lowering the car, first pull the ebrake! Before you move the car, put it in first gear and roll forward about a foot before driving, allow everything to settle or you will trip the wheel speed sensors.

## ***20. Enjoy!***

