

T56 Tremec 6 Speed GM Short Shifter Fitting Guide.

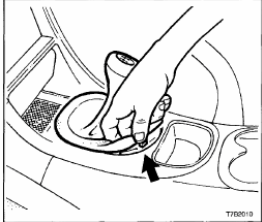
Thank you for purchasing our Harrop Short Shifter assembly.

Whilst the fitment of this assembly is not difficult, it should be approached with care and by a competent mechanic or automotive technician. These instructions are a guide only, and may be altered or reviewed at any time. If you find a more convenient fitment process, we would gladly like your input.

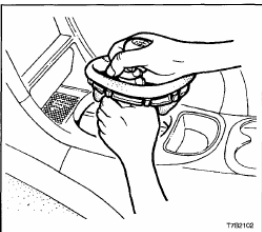
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Fitting Guide.

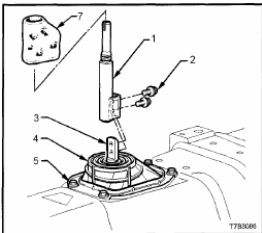
Raise vehicle, preferably on a "drive-on" hoist or a four post hoist. This preference is based on the fact that the transmission is very heavy and the use of a transmission jack will be required.



Inside the vehicle, remove the gearshift knob by with the fingers of one hand hooked under the edge of the gearshift lever boot as shown, carefully release each of the 8 plastic retainers and free the gearshift lever boot from the console cap. **NOTE:** The gearshift lever knob and console boot are manufactured as a single component. Do not attempt to remove the gearshift lever knob separately to the boot.



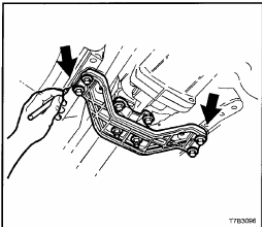
Lift the gearshift lever boot enough to enable a firm grasp to be made on the gearshift lever with the left hand, then grasp the gearshift knob with the right. While rocking the knob sideways, with an upward force applied, dislodge the knob retaining claws from the lever. Remove the gearshift lever knob and boot assembly from the gearshift lever.



Remove the rubber cap from the transmission console and remove the two screws from the transmission console next to the power socket. Carefully prise out the transmission console, disconnecting the power window harness where fitted.

Slip the insulator sock from the control lever.

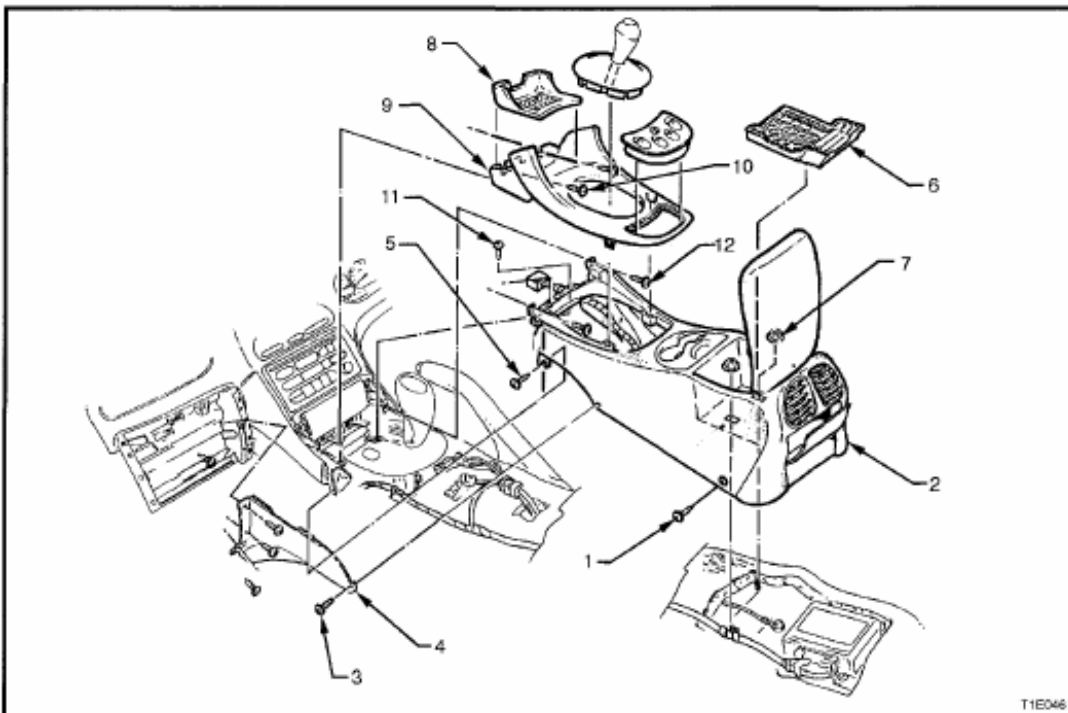
Using a 10mm socket, remove the two bolts securing the control lever to the remote shifter shaft, then lift the control lever free.



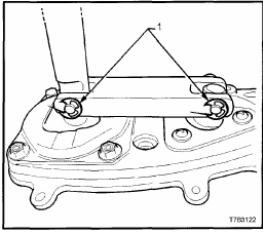
From under the vehicle, remove the four bolts securing the remote shift lever boot to the floor pan. Scribe around each of the transmission support cross-member mounting points to the vehicle under-body, to provide an alignment reference for reassembly.

NOTE: This step is critical to the correct power-train alignment on reassembly. If not carried out, then vehicle vibration and/or handling problems may result.

Support the transmission with a suitable lifting device, then remove the four engine rear

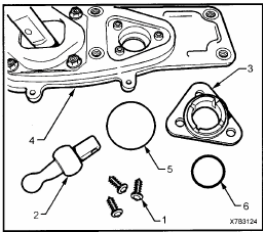


cross-member to side frame attaching bolts. Remove the four exhaust to catalytic converter bolts. Slowly and carefully lower the transmission to obtain access to the top of the gearbox.



Inside the vehicle, pull back the remote shifter lever boot and tuck back under rear of console to gain access to the top of the gearbox. Remove three screws from plastic dust cover, then remove four remote shifter to gearbox mounting socket head bolts, and remove remote shifter from vehicle.

Remove the "E" clip from the front pivot shaft. CAUTION: Wear safety glasses to avoid possible eye injury.



Remove the front pivot pin from the bridging piece. These pins are an interference fit into the bridging piece so care must be taken not to damage the pin as it is used for reassembly.

Disassemble the front pivot assembly by removing the three self tapping screws. By grasping the remote selector pivot, pull the pivot and seat assembly from the baseplate. Separate the selector pivot from the seat assembly by supporting the seat assembly over the open jaws of a vice assembly, then tap the ball end of the selector pivot free from the seat.

Reassemble the front pivot assembly using NLGI No.4 EP grease to the ball socket of the front selector pivot, then reassemble by tapping the new black front selector pivot into the plastic ball socket. Reinstall the front selector pivot assembly with the reinforcement plate to the baseplate, install the three retaining screws and tighten securely.

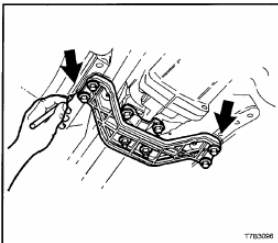
Install the bridging piece to the pivot assembly. Install bushes to bridging piece after lubricating with NLGI No.4 grease. Install pivot pin and tap home with hammer. NOTE: These pins are designed to be an interference fit to the pivot and not be free floating. Fit "E" clip to secure pin. CAUTION: Wear safety glasses to avoid eye injury.

Remove rubber gasket from remote shifter mounting face, and fit to lower spacer face opposite "O" ring groove.

Inside vehicle, reinstall remote shifter to gearbox, using longer bolts supplied in the kit. Ensure pivot ball is in the correct position in the gearbox selector pivot. Torque bolts to 25Nm.

Refit plastic dust cover and tighten three screws firmly. Refit rubber insulation boot over remote lever and under steel retaining ring.

From under the vehicle, refit the four insulator ring nuts and tighten firmly.



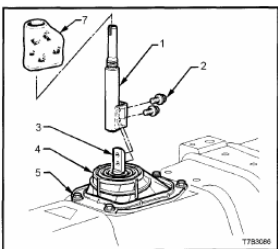
Slowly and carefully raise the transmission, then refit the four engine rear cross-member to side frame attaching bolts, ensuring correct alignment with the original scribed lines. Refit the four exhaust to catalytic converter bolts.

Using a 10mm socket, refit the two bolts securing the control lever to the remote shifter shaft. Slip the insulator sock onto the control lever

Refit the transmission console and refit the two screws next to the power socket.

Reconnect power window loom plug to switch base. Refit the gear knob and boot assembly.

Lower vehicle and test drive to ensure correct fitment.



Enjoy.

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