

ZEROPOINTONE

Fitting Guide – Vauxhall VXR 2005-2010



Intro -

ZeroPointOne Shifters are designed primarily for track use and should be maintained to prevent damage. We recommend that you occasionally lubricate moving parts with spray grease (Dry lubricant with PTFE will prevent the shifter looking oily). A wet cloth can be used to clean the anodised aluminium, then dried with a lint-free cloth. The anodised base can have car wax applied for additional resistance to dirt, test on an inconspicuous section first.

Removal of the OEM Shifter –



1 – The first step is to gain access to the OEM shifter by removing the centre console. There are several interior screws that need removing to allow the console to lift out. We also removed the radio head unit to gain access to some of these fasteners. The leather gearstick gaiter and leather handbrake gaiter will need to be prised from the centre console using an interior trim tool.



2 – Once removed, you'll have access to the OEM shifter, cables and mounting bolts. Remove the cables with the shifter in position for better leverage. Then remove the 4 bolts and the OEM shifter can be removed from the car. The ZeroPointOne Shifter can now be put loosely into position, fitting the cables into the mounting holes and the cable ends onto the ball studs.



3 – With the Cables inserted correctly, the bolts can now be placed through the ZPO shifter mounting holes and tightened to secure the shifter into position.



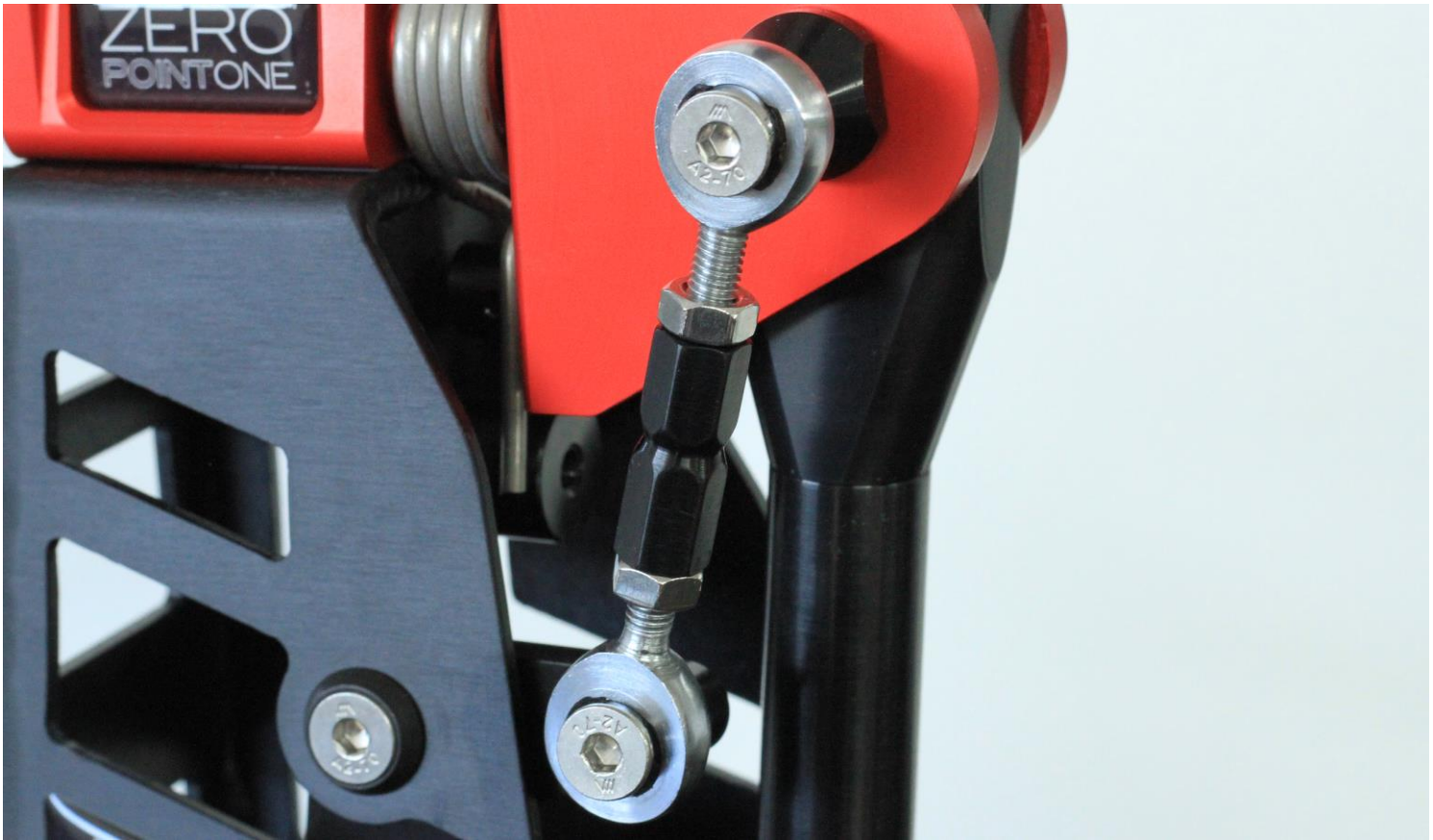
4 – If you are looking to run a centre console with the ZPO Shifter, you'll need to make some cuts using a Dremel or grinder (please use appropriate safety equipment) in the centre console and top cover. We marked ours with masking tape before cutting. As the VXR console is not symmetrical, you may want to line the cover up with the shifter before making marks for cutting.



5 – Key Point! When removing the console, be aware that there are two electrical connectors that create a circuit for the wireless start/entry. Make sure these are re-connected.



6 – Once all fasteners have been installed into the console and the Shifter correctly adjusted (see next pages), it's time to take it for a test drive and enjoy the ZPO Shifter! After the first outing, check that the grub screws have not moved (vibrations from the car can cause this). If they are moving too much, we recommend the smallest amount of blue/medium Loctite on them to counteract any vibrational movements.



6 – Adjust the Shifter to ensure all gears are properly engaging. This is achieved by adjusting the turnbuckle that moves the 'swingarm' which in turn centralises the gear stick. Loosen both M6 nuts to turn the black turnbuckle and ensure they're fully tight once finished.



7 – The shifter is set up to work from the moment the cables are connected, but if you have any issues selecting gears, try the following...

- Adjust the grub screw on the right (circled in black) if you're unable to get 1st or 2nd, unwinding it for example will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Adjust the first grub screw (circled in blue) on the left if you're unable to get 5th or 6th, unwinding it for example will allow the stick to move over to the right more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Adjust the second grub screw (circled in green) on the left if you're unable to get reverse, unwinding it for example will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.