

# 4+3 REVERSE LOCKOUT ROD REPLACEMENT

## **1984-1985 Installation Instructions**

Remove the shift insignia plate by prying between the insignia plate and shift knob. The shift knob is screwed on and then a metal wedge under the insignia plate is used to lock the shift knob in place. The metal wedge must be pried up with two screwdrivers. Place the screwdrivers under the metal wedge and pry the metal wedge upward simultaneously with the screwdrivers. Once the wedge is removed the knob can be unscrewed in a counterclockwise direction. Once the shift knob is removed, remove the lock-out rod return spring then the reverse lock out knob and shaft can be lifted straight up out of the center of the shift handle. Drop the new lock-out rod and knob assembly into the shift handle. Place the spring on the end of your new lock-out rod and reinstall the shift knob clockwise until it stops rotating, if the knob is not lined up, rotate it counterclockwise into position then insert the wedge and tap lightly with a screwdriver handle to seat the wedge. **The wedge should not be installed with a hammer.** The wedge should be just tight enough to prevent the shift knob from moving.

## **1986-1988 Installation Instructions**

The same instructions apply with the exception of the overdrive shift button shaft removal. 1986-1988 Corvettes have a similar overdrive shift button/insignia plate in the shifter knob that actuates the O/D switch. The overdrive shift button/insignia plate is connected to the switch at the base of the shifter with an actuator rod. The actuator rod must be disengaged from the overdrive shift button/insignia plate. Using a small screwdriver lightly pry upward at the front of the plate (closest to the radio) on the overdrive shift button/shifter insignia plate, this will release the plate from the actuator rod. Now the pivot part at the rear of the overdrive shift knob/insignia plate can be pried off of the shifter knob. The rear pivots on two round plastic pins at each side, it is best if two screwdrivers are used to pry the plate up evenly. Once the overdrive shift knob/insignia plate is removed the actuator rod can be unscrewed in a counterclockwise direction. It is a good idea to count how many turns counterclockwise it takes to remove the actuator rod and reinstall it with the same number of turns in a clockwise direction. If the actuator rod is not adjusted properly the overdrive shift knob/insignia plate will be up too high or you will not be able to shift in or out of overdrive. After the actuator rod is removed, the shifter knob can be removed in the same manner as the 1984-1985 cars. **CAUTION!** Be careful when removing the shifter knob metal wedge on 1986-1988 cars. Do **not** pry on the overdrive shift knob/insignia plate pivot pins that are at the rear of the shifter knob. These pivot pins can be broken very easily.

## **First Gear Override Bypass Connector**

Petris Enterprises also has a first gear override bypass connector to allow shifting in and out of overdrive in any gear, first through fourth. For those who want to maintain the factory operation of their 4+3, we have the first gear overdrive lock-out switch available that can cure erratic overdrive operation when the first gear overdrive lockout switch is failing. We also have instructions on bypassing the computer controls to allow complete control of the overdrive unit. Please contact us for more information.