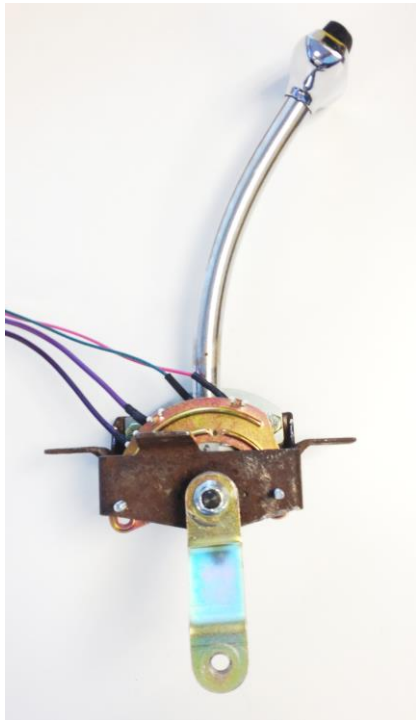


SHIFTWORKS®

1967 Camaro & Firebird
1968-72 Nova
SHIFTER CONVERSION KIT

- S105-DA TH350/400
- S105-DB Overdrives



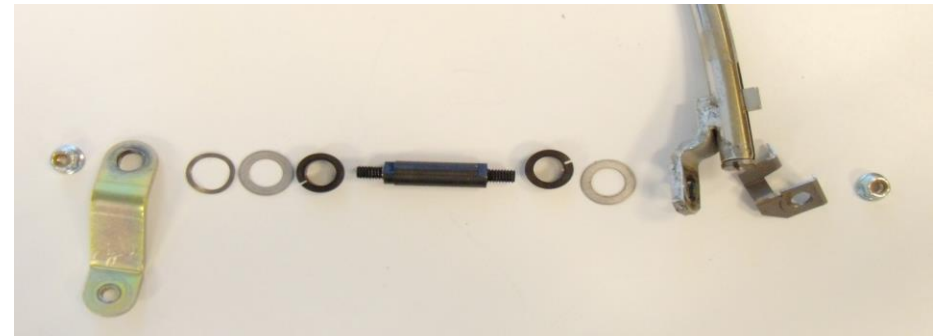
KITS CONVERT THE FACTORY AUTOMATIC SHIFTER TO FUNCTION PROPERLY WITH A NEW TRANSMISSION WITH ALL DETENTS AVAILABLE. INCLUDES NSS, ROD LINKAGE, NEW BUSHINGS AND ROTATING SHAFT, OPTIONAL OFFSET ARMS, INSTALLATION HARDWARE, INDICATOR PLATE, AND INSTRUCTIONS.

SHIFTER CONVERSION

1. Read all these instructions before beginning.
2. Remove console and shifter from car, be careful with the wiring.
3. Disassemble the shifter.
4. The factory detent must be removed from the shifter and replaced with the SHIFTWORKS® detent. The factory spot welds can be removed by drilling. A spot weld drill bit is helpful.
5. The new SHIFTWORKS® detent will be centered in the shifter body with about 1/8 inch on either side.
6. Bolt or weld the detent in place after making sure the shift lever engages (and does not bind) in all gears.

INSTALL Neutral Safety/Backup Switch

Follow instructions and use the template provided



REASSEMBLE SHIFTER

1. Select offset arm to be used and attach it to the rotating shaft with the lock nut. The ends of the Rotating shaft are different diameters. The larger end is for the Handle.
2. Reassemble as follows: Add spring washer – flat washer – bearing – then slide shaft into body. Then install second bearing – flat washer – chrome handle – NSS actuator – and locknut.
3. Adjust NSS. This is best done before installation in the car with a test light and a 12-volt power source.

INSTALL SHIFTER

4. Place BOTH shifter and transmission selector in Drive or OverDrive, and engage Emergency Brake.
5. The lever on the transmission should Point UP. Attach rod linkage ball joints to rod and then to shifter. The rod linkage may need to be shortened.
6. The rod is LH and RH threads. Fine tuning the adjustment can be made by spinning the rod. Use double jam nuts. Adjust to suit.
7. Installation videos can be found on www.shiftworks.com