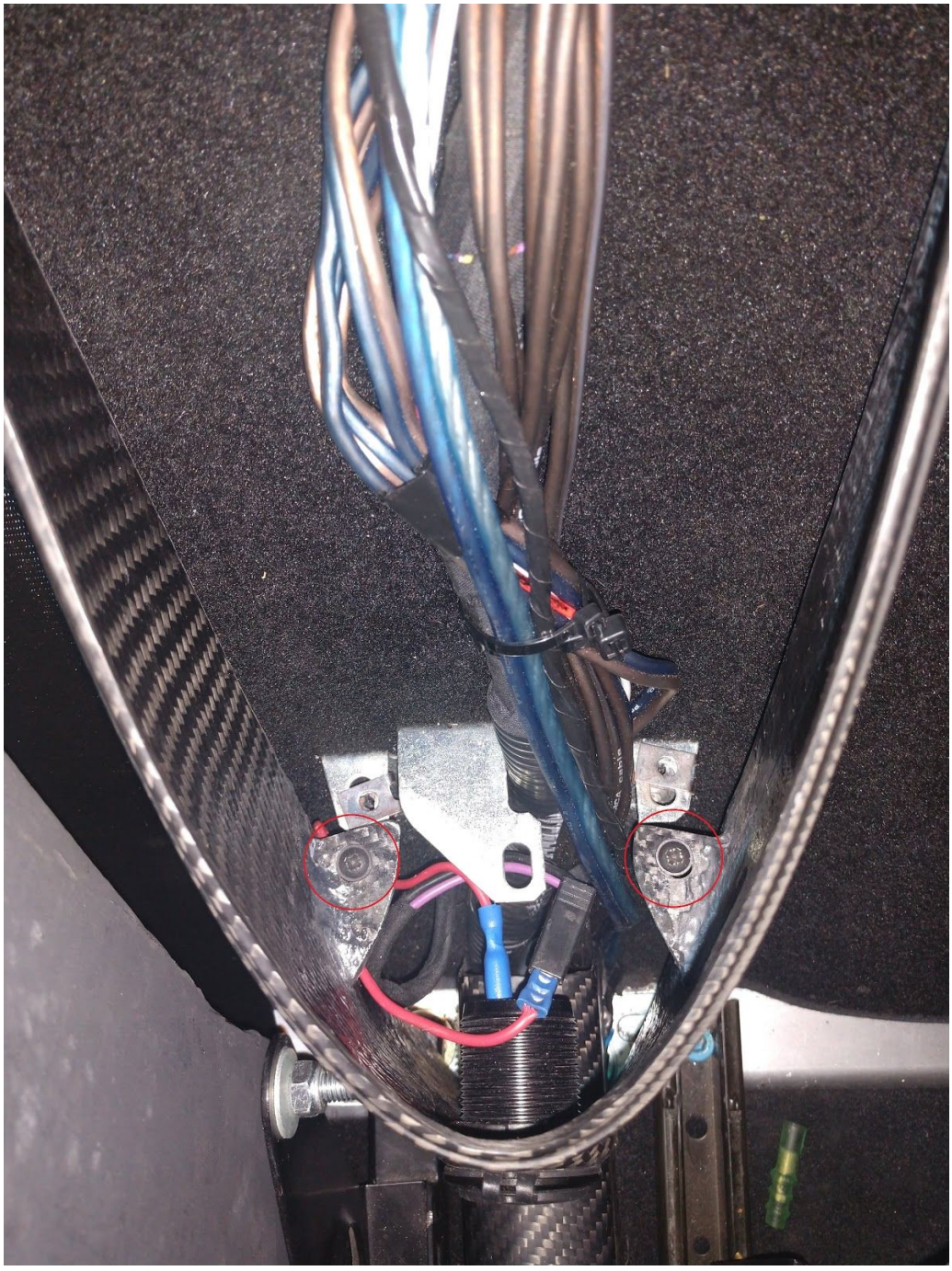
GRP Gated Shifter Installation

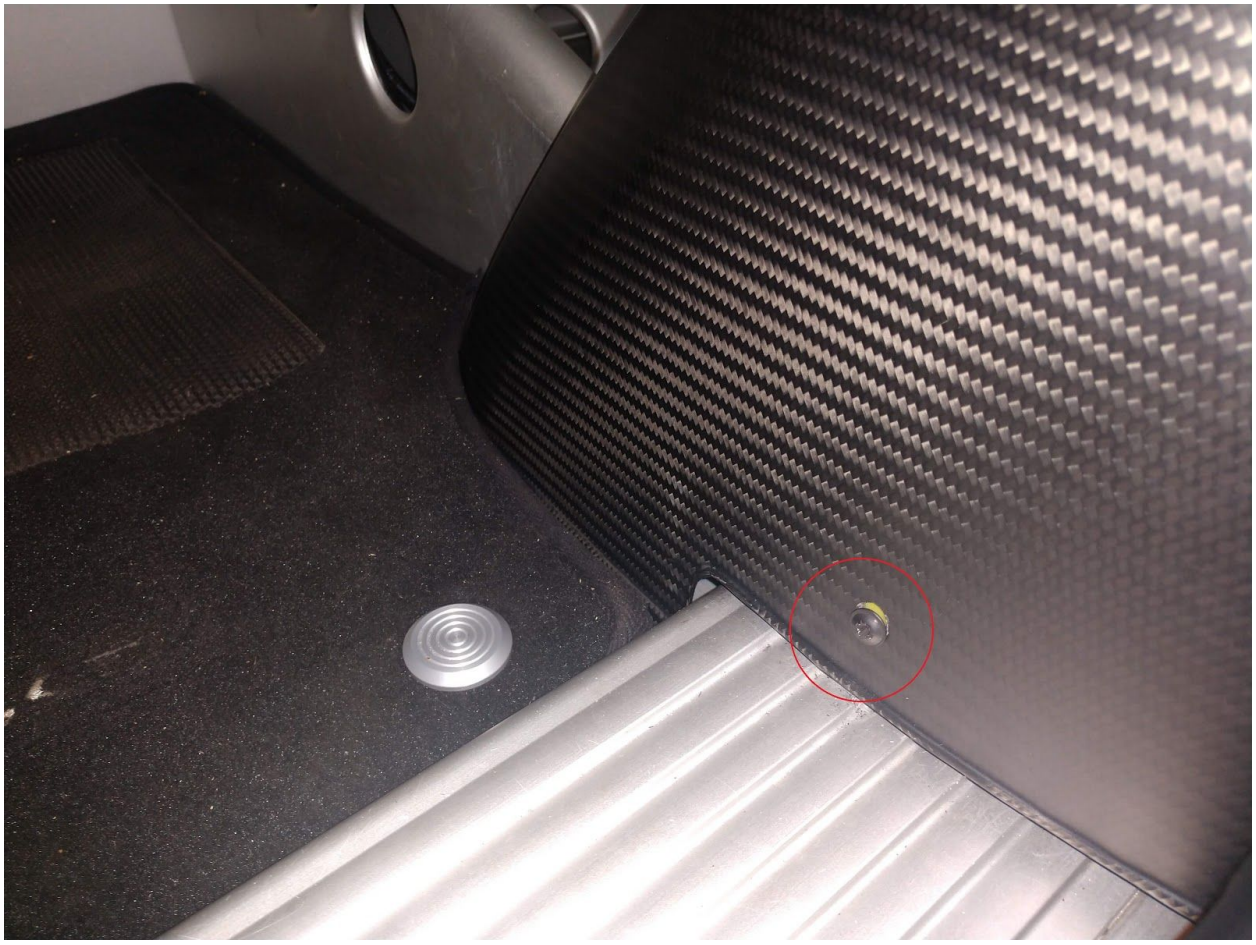
NOTE: See the Troubleshooting section at the end if you're running into short screw or 2nd gear clearance issues!

1. Start by unscrewing the single screw holding the plastic storage pocket to the rear center console, then remove the plastic pocket insert.

2. Remove the two screws holding the rear center console down. Lift the rear center console up a bit. You don't need to remove it entirely, just enough such that the center console can be lifted out without scraping.



3. Remove the two screws on the sides of the center console, near the floor. There is one on either side that holds the console to the shifter assembly.



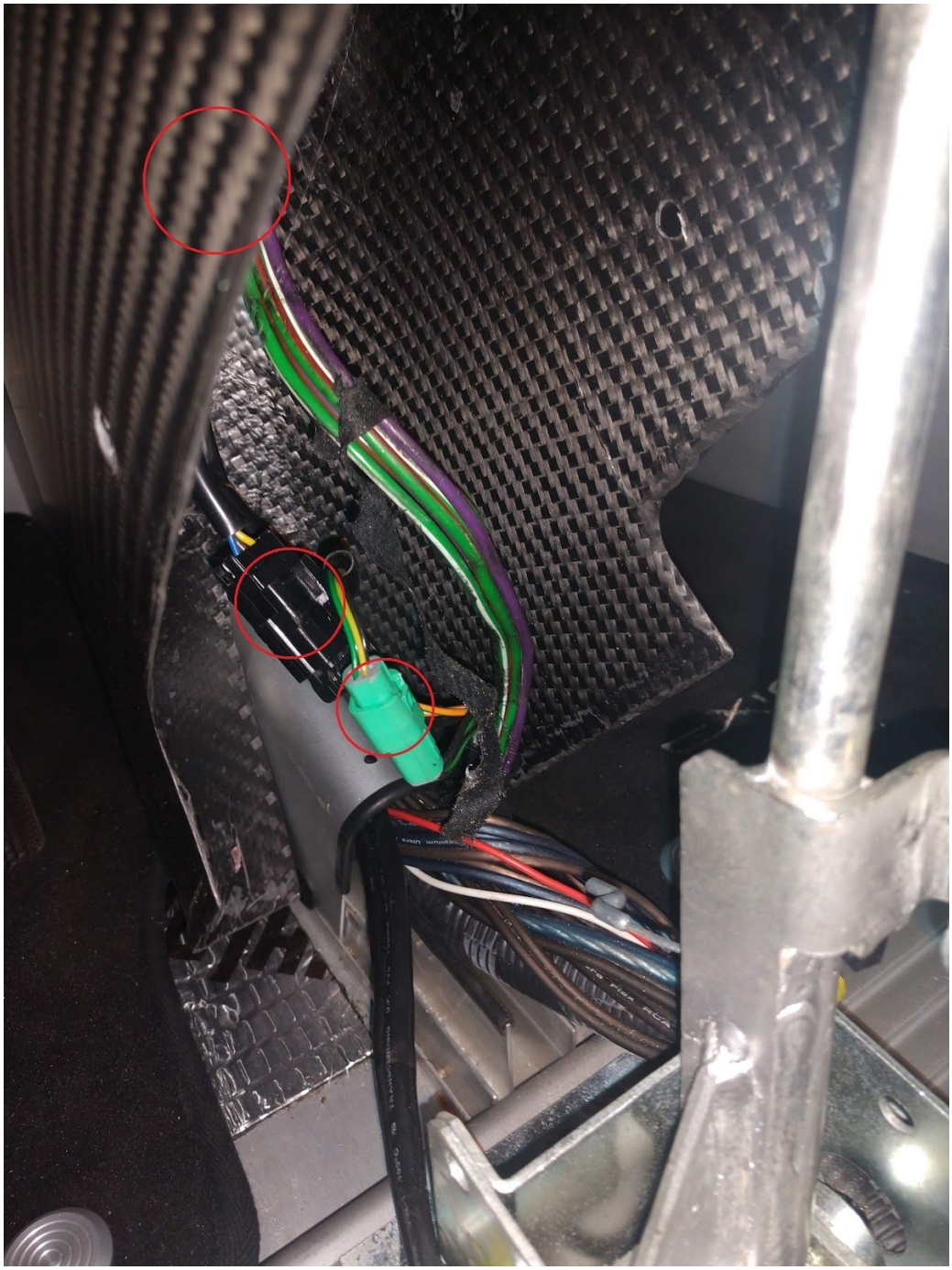
4. Unscrew your shift knob. The factory knob may have an allen set screw in the front you'll need to remove before it will twist off.

5. Lift the console up as far as the boot will let you go.

6. Cut the zip tie holding the leather boot to the rod collar

7. Remove the aluminum piece covering the handbrake by unscrewing the two allen head screws on the bottom.

8. Lift the center console further up & disconnect the wires, then remove the console from the car. Having the handbrake as high as it'll go will help here.



9. Push the plastic tabs holding the boot to the tunnel so that the boot pops free, then remove the leather boot entirely. You’re not going to need it!

10. Place the gated plate onto the tunnel, then hold the retainer ring up on the underside of the tunnel

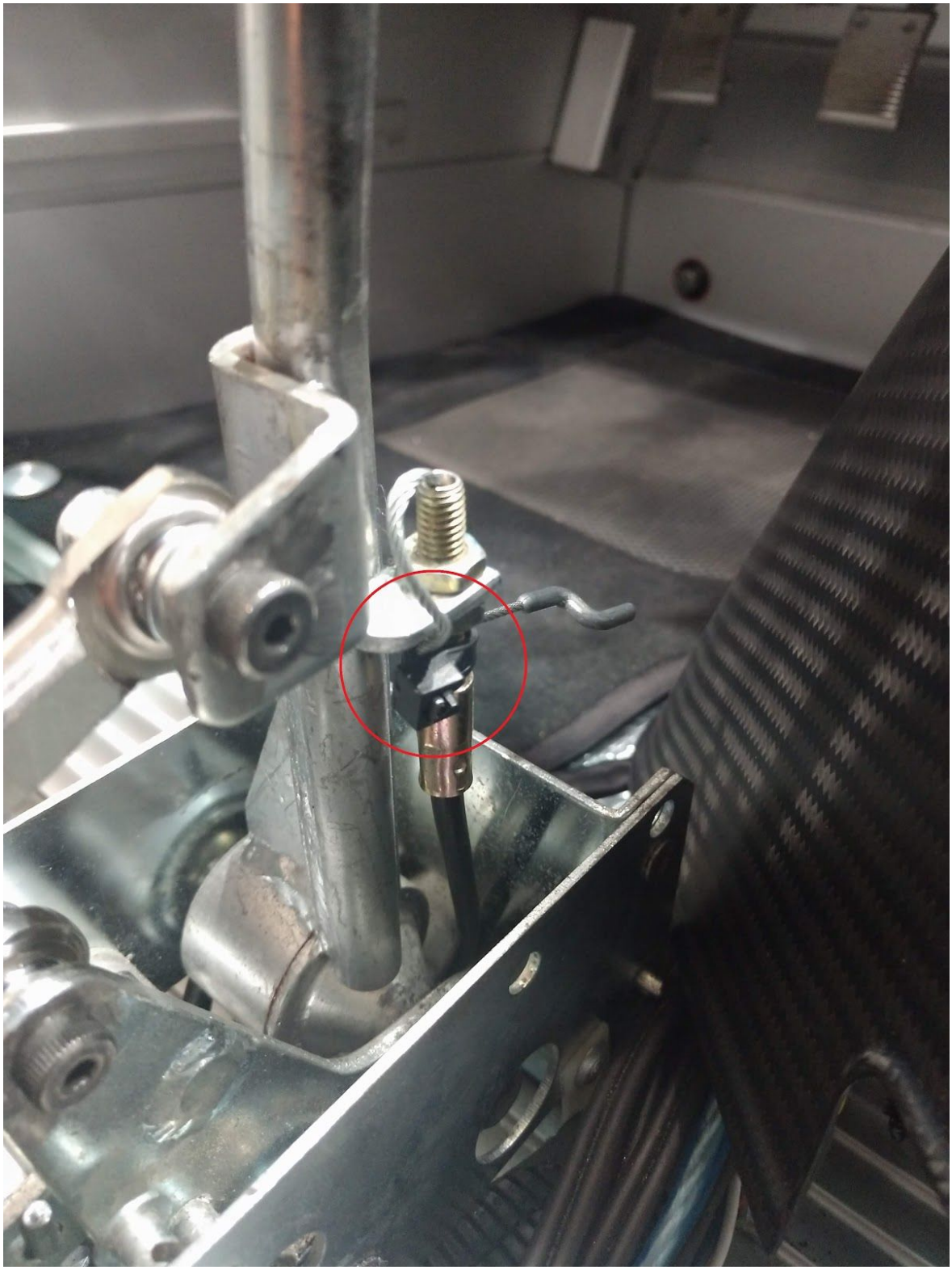
NOTE: The retainer ring's oblong cutout must be on the Reverse gear side. In this orientation, the rivnuts are pointing down. The ring will not function if it's mounted upside down.

11. Insert the two longer screws for the top two holes into the plate & tighten the plate to the ring. Insert the shorter lower screw and use the provided nut to tighten. Get the plate snug, then back it off a bit so you can adjust the plate's position as needed.

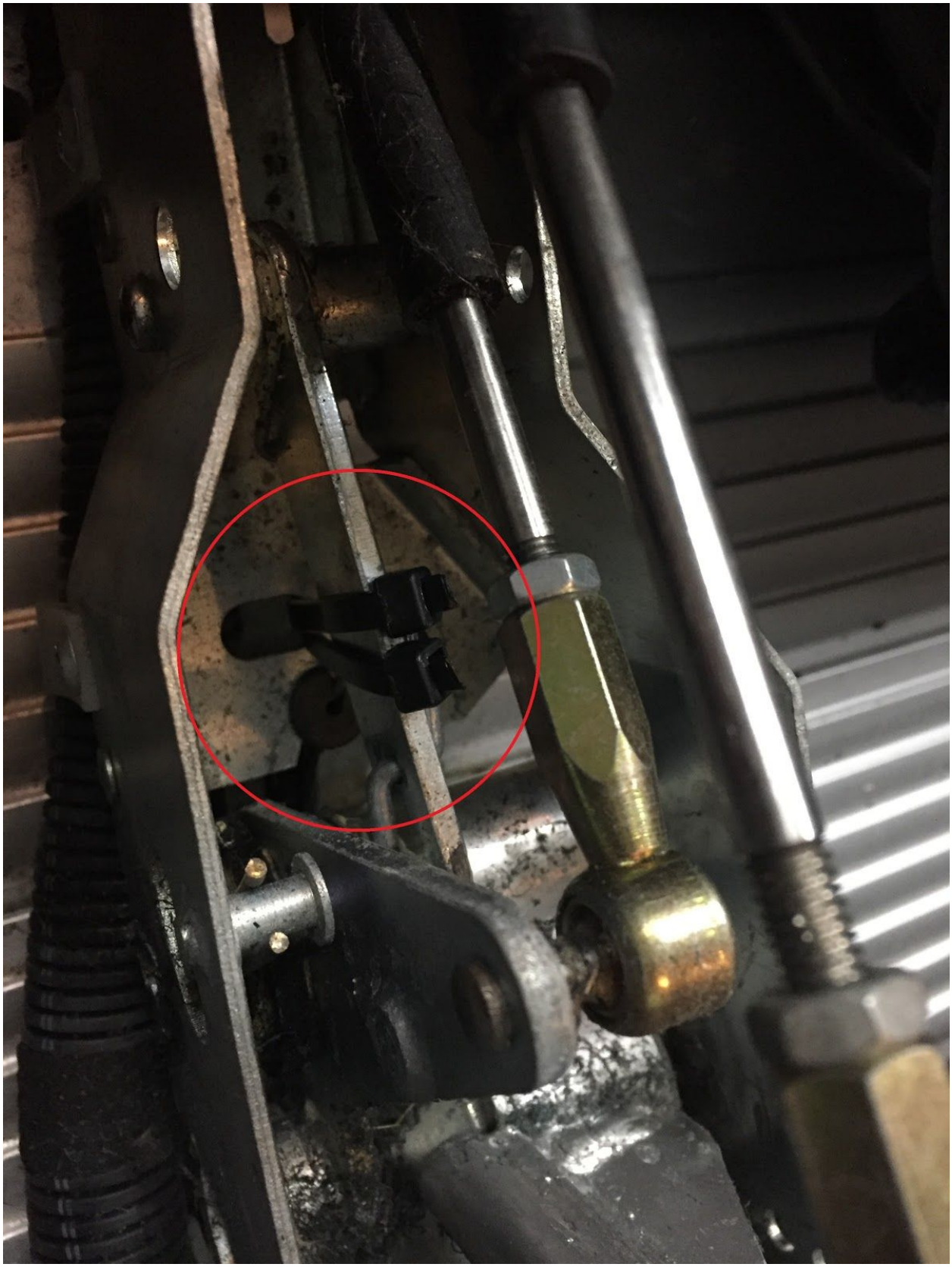
12. Back in the car, pull up on the reverse lockout cable and thread the Z end through the lockout collar on the shifter rod.

13. Remove the reverse lockout collar from rod by sliding it up and off

14. Zip-tie the lockout cable out of the way as shown:



15. Zip-tie lockout lever down as shown:



16. (Optional): Remove the reverse lockout collar on the rod. This is an aesthetic choice if you want to get a clean rod without the collar on it.

WARNING: Doing this will make it more difficult(but not impossible) to return the shifter to stock. It's up to you.

16a. Use a dremel tool with a metal cutting bit and hit the front of the collar where any marks you might make on the rod will be least visible.

16b. Once you have cut through the collar on the front of the rod, take a set of large pliers and rotate the collar 180 degrees.

16c. Make another cut identical to the one you made before, again on the front of the rod.

16d. With these two holes, the collar should fall off. It may take a bit of pliering to encourage it.

16e. Retain the collar halves. If you ever want to put your reverse lockout back on, epoxy the two halves to each other back in place.

17. (Optional): Cut a piece of black vinyl or leather with a hole in the middle and a notch to hide the shifter internals.

It's up to you on exactly how low or high you place it, but you'll want it below the shifter cable so you don't have clearance issues with the retainer ring.

NOTE: For RHD cars which have shifters that bend to the left, you may need to straighten the rod a bit to get it to slot cleanly into each gear.

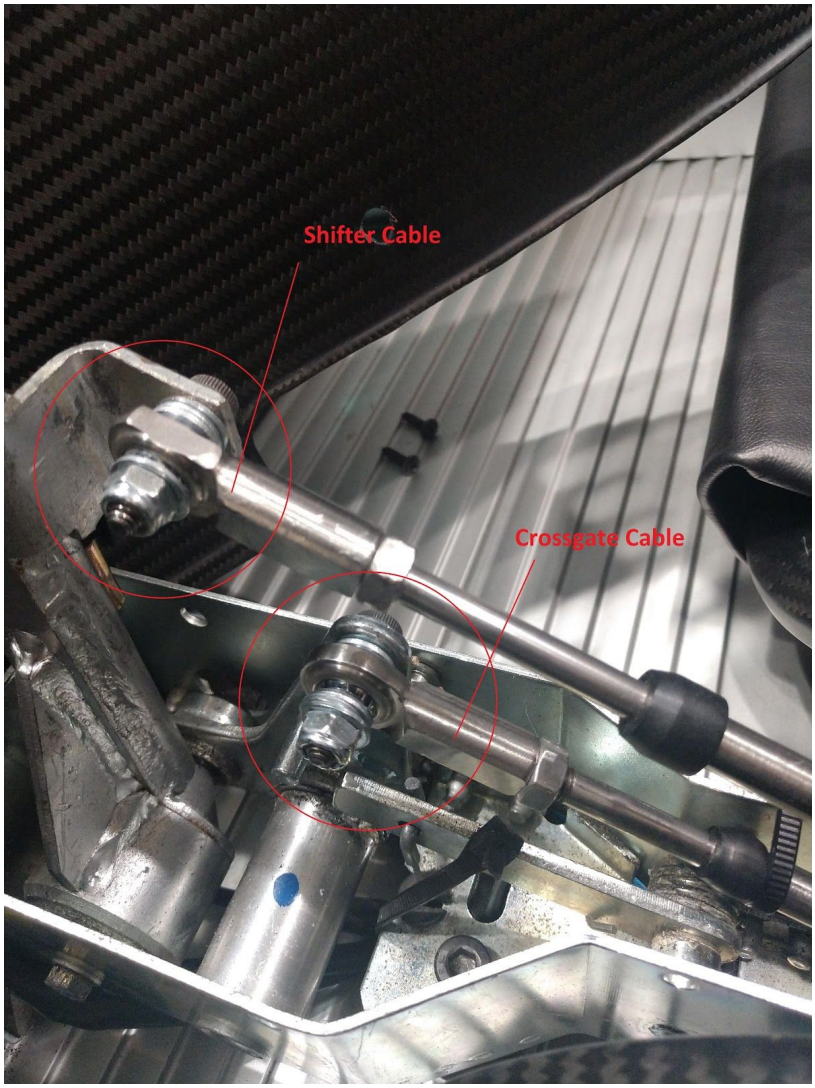
18. Re-install the center console but don't yet hook up wires or screw it down. Having the rod in third gear and the handbrake as high as it'll go helps here.

19. Row through the gears and see how it shifts

20. Adjust the shifter cable and crossgate cable rod ends by rotating off the ball end with a plier, break torque on the retaining nut and rotate the threaded end to tighten or loosen as needed.

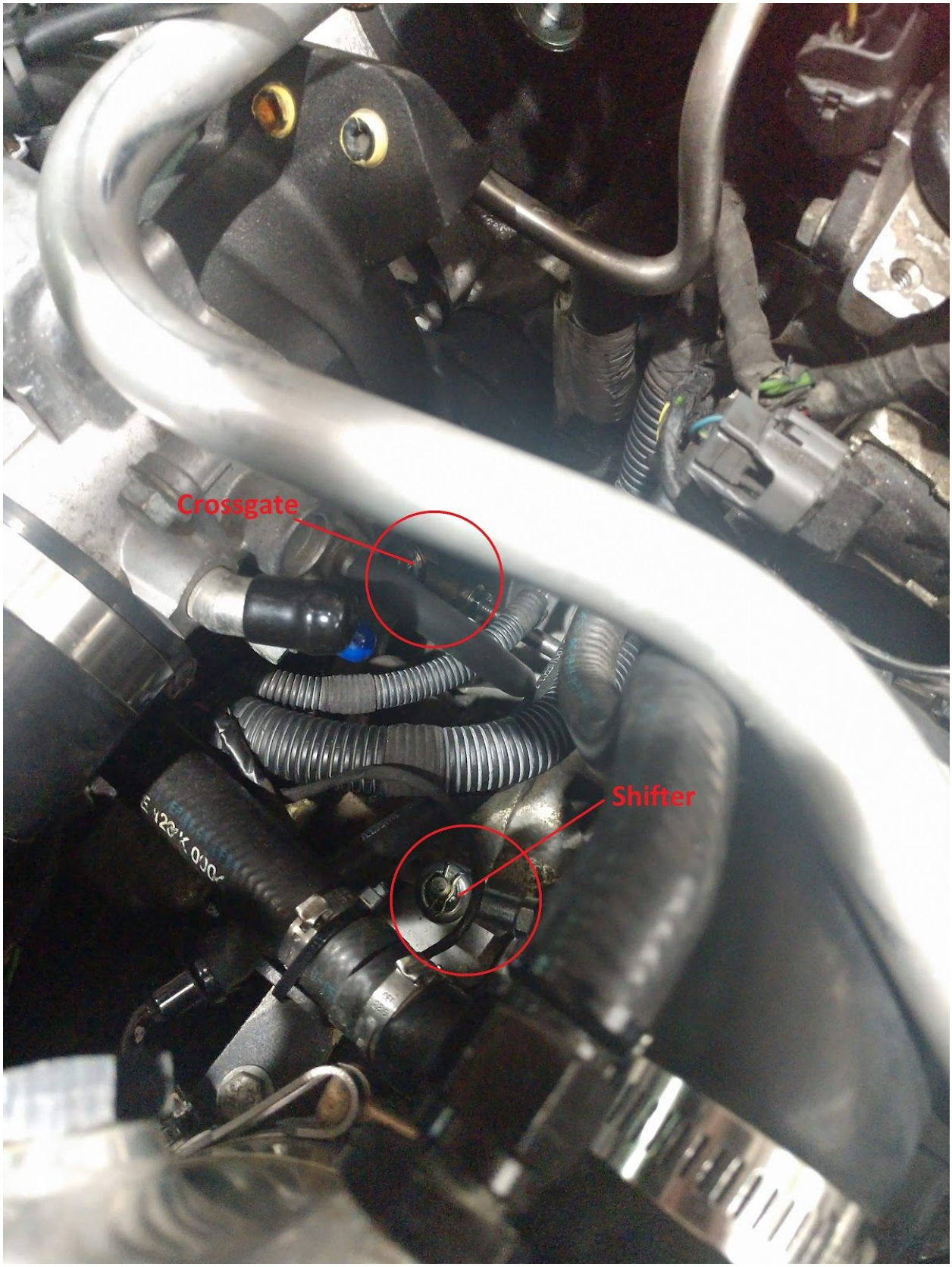
Once you have the right position, tighten the plate screws. Note: The cables pictured below are aftermarket. Yours may have bronze ends, but the mechanism is similar.

- The crossgate is the lower rod and controls the side-to-side resting position of the rod - you want to be able to engage Reverse and 5th/6th - if you're skewed to one side or the other, try adjusting this cable.
- The shifter rod is the higher one and controls the forward/backward resting position of the rod - you want to shift be able to shift into third and fourth without hitting the gates.



21. (Optional) If you find that you do not have enough throw adjustment with the rod ends at the shifter, the exact same mechanism is used on the other end where the cables connect to the transmission. You can tighten or loosen that side to double the adjustability if needed:

Zoomed in:


Crossgate
Shifter

22. (Optional) Now's a good time to hit your shifter rod with some sandpaper or polishing compound to get any grime off of there. You can go all the way up to a mirror polish with 3000 grit paper if you'd like, or stop somewhere in between if you like the more satin look.

23. Reconnect your center console wires, tighten down the plate and re-install the console screws on either side. Reinstall your rear console, reinstall the handbrake aluminum piece, and you're done!

Troubleshooting

Rear Screw is Too Short:
Some of the early kits had a short 20mm screw for the rear plate hole that was of insufficient length. New hardware has been sent out with the correct 25mm hardware. If you're affected and don't have the new hardware yet, you could try driving the car with the plate mounted only with the two front screws or if you want to pick one up from your local hardware store, they are M4 x 25mm screws.

Two short screws & one long screw provided:
Your kit should have two M4 x 30mm screws for the front holes - some early kits were sent out with only one of these. If that's you, please send us an email so we can send out the right screws.

Insufficient clearance between rear screw & shifter rod end in 2nd gear
We've had reports that some cars experience this issue while others seem to be fine. If you're affected, there are a few fixes you can explore:

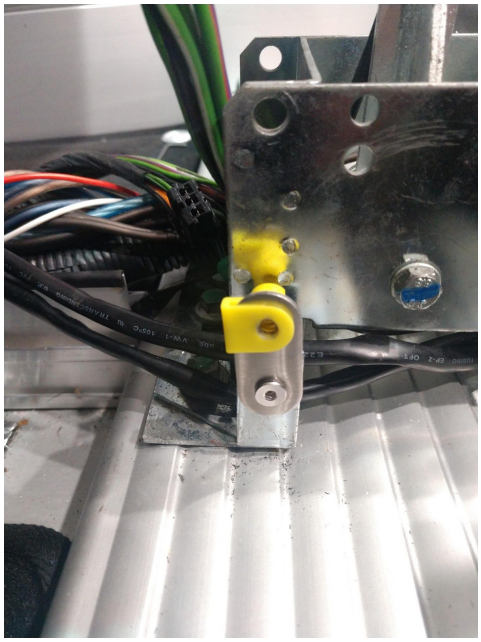
Solution 1: Try pulling up on your console to raise it a hair
There is a little wiggle room in console height due to the size of the mounting hole - try loosening your console's side screws and lift it a bit. If that doesn't give you enough, see the solutions below:

Solution 2: Elevate the console by drilling a small hole in the mounting brackets

a. Measure how much space you will need for your particular car to clear your screw(if using your own for the rear screw, we recommend no longer than 25mm).
b. If you need less than ¼'' of clearance, drill a small hole ¼'' above the existing mounting hole in the tunnel bracket as highlighted in red in the photo on the right. This should give you sufficient height to clear your console.

Solution 3: Add a console riser

This is a completely reversible solution that will rise your console as much as you need, though if you go too high the console may look odd. By affixing the bracket via a screw & a nut to the existing console mounting hole, you can raise the console's height as shown. Please contact us if none of the other options work for you and you'd like us to send you some ½'' risers.



Solution 4: Elongate your console's mounting holes

This solution has some visible impact, so you may not want to consider it but if all you need is a 1/16'' of an inch, you could try expanding your console's side mounting holes downwards to let the console mount slightly higher.