

H track fitment

This one is pretty straight forwards but a few points to note

1. The pivoting arms that the shift lever swings from should be close to vertical when set.
2. Remember to fit the boot over the rods before bolting everything up
3. If the factory support rod mount is too far back for your car you can also use the rear left bolt hold on top of the gearbox.
4. Before pinning or welding the shift rod you should check all gears can be selected, the lever must be vertical on the side-to-side movement when in the 3-4 gate/neutral or you may not have enough movement to get reverse.
5. Your reverse lock out will still have to be controlled by the ecu or a button or else you will not be able to get reverse, I would not recommend removing the lock out solenoid.







