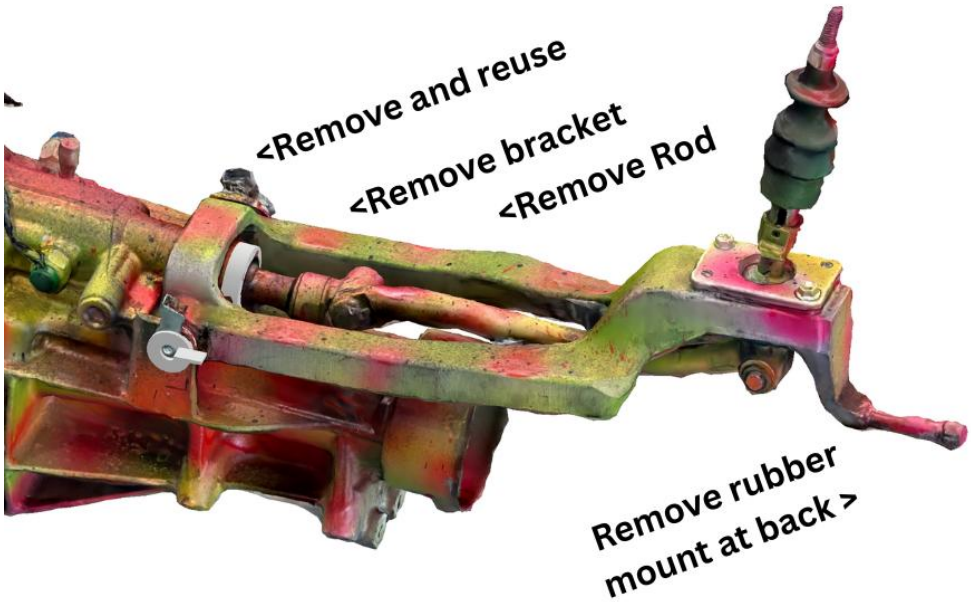
BRZ, Toyota 86, Gr86

This shifter will fit all versions of this car from scion frs all the way to Gr86.

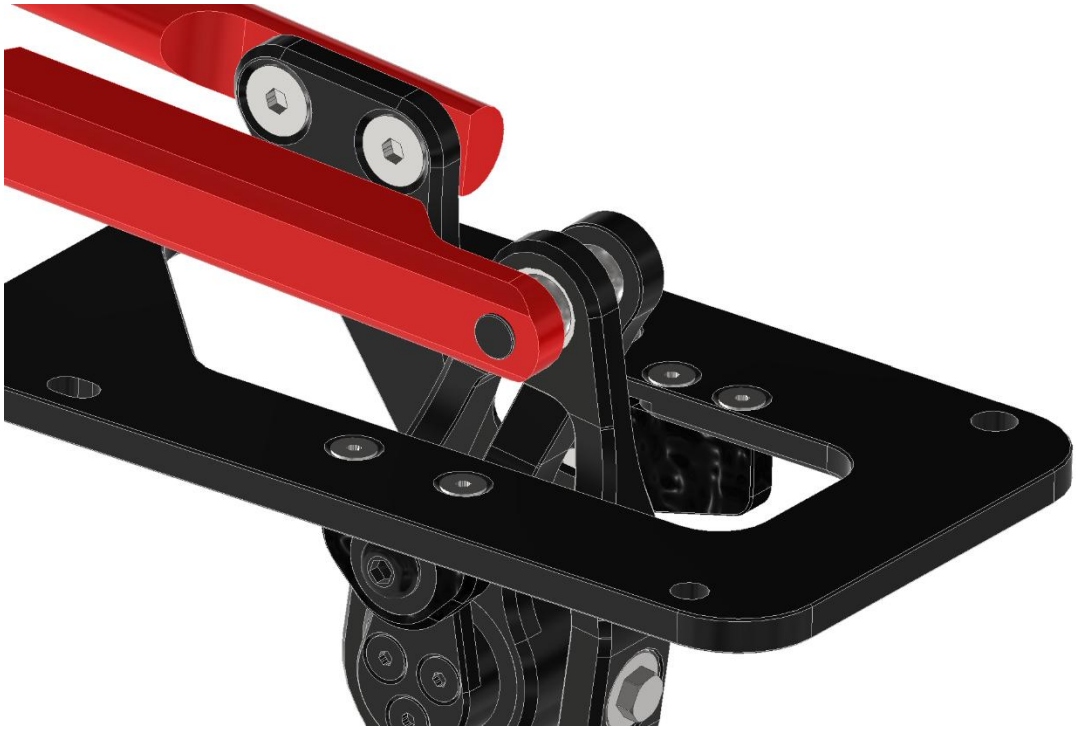
Everything is a bolt in fitment with no cutting required. You will need access to the underside of the car for this so it will ideally be on a hoist or if not work stands. I'm really pleased with this design and hope you enjoy it.

1. Remove factory trims surrounding shifter to allow access and remove factory rubber boot and metal surround.

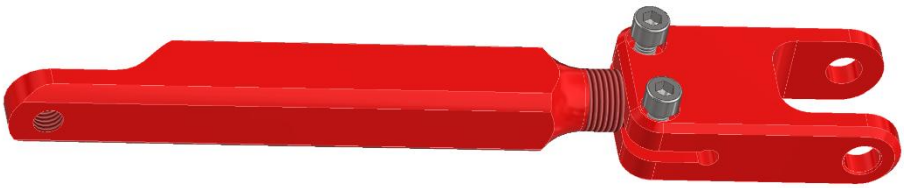
2. Remove factory shifter parts



3. Attach the shifter unit to the base plate , this is attached with the 4, M5x20 countersunk bolts.



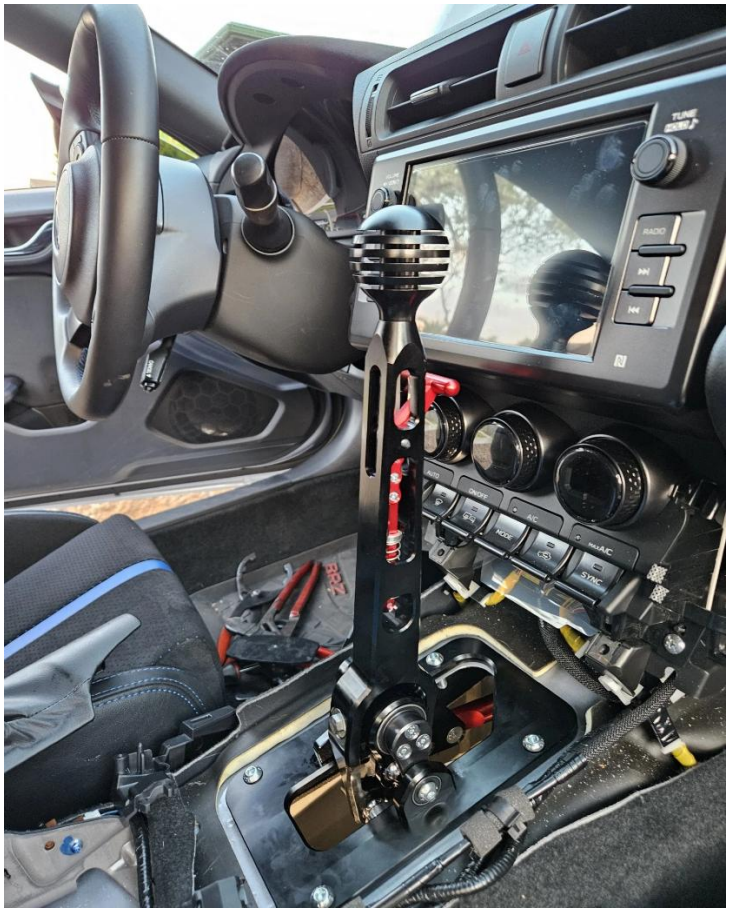
4. Assemble shift rod, the center the center measurement should be about 225mm but this can be adjusted late to suit your preference. The M6x20 bolts should be placed in but not tightened.



5. Connect the shift rod to the main lever, you will need a reasonably thin 14mm spanner to do this.

6. Attach the support rod to the shifter with the M8x30 button head bolt. And place supplied rubber bushes in the front of the support rod.

7. You now have an assembled shifter but best to leave the shift knob off for now.
8. I recommend test fitting the pin to the factory gearbox shift bushes before joining all parts as it can be a bit tight in some and may need a light sand on either part.
9. Place through opening in car, you will use the factory pin to retain the support rod in the box and the shift rod is held with the supplied pin and split pins but do not fit these yet.
10. Bolt the shifter base to the floor temporarily and check the lever position car, you can adjust the length of the shift rod to suit, once this is set you need to make sure the box is in neutral and the shifter is vertical then tighten the M6 bolts down on the shift rod, if this is not set in the vertical position you might have trouble getting gears at one side of the gate.



11. Fit the split pins to the front pin and bent the ends to prevent them coming out.
12. You should now have a functioning shifter, but we still need to set the reverse lock out. To do this place the shifter in 5th gear, apply plenty of Loctite to the M8x10 grub screw and fit it to the hole on the left side of the shifter, wind it in until it touches the stop and wind back ¼ of a turn. Now check the function though all gears, if the stop is obstructing the shift to 5th you might need to loosen it a little more if the shift is going too far and grabbing the gate on the other side it may need tightening. When in neutral if you lift the red reverse lock out lever you should be able to select reverse. The reverse lock out lever isn't too strong so only use the force needed for this and don't force it.

13. 
14. Now give that Loctite a bit of time to dry and its probably time to check everything works well once more.
15. Next undo the M8x30 bolts holding the base down and fit the factory rubber boot and the supplied metal surround, refit the M8 bolts through these parts

16. 

17. Refit trims and fit the shift knob with the supplied M12 stud and some Loctite and the project is complete, If you want to run a different shift knob look for something with an M12x1.75mm thread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