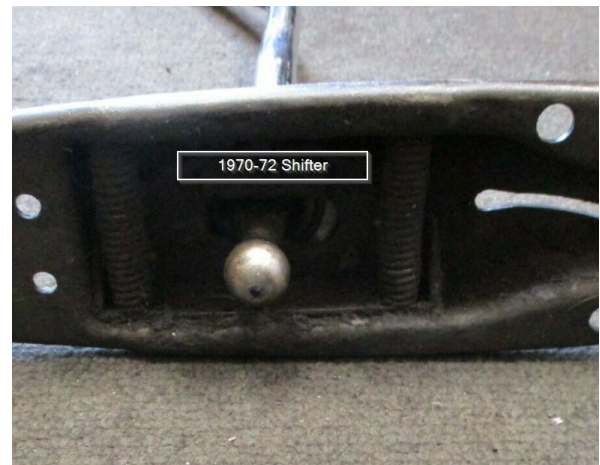


READ BEFORE INSTALLATION

The use of any Rennline product is the sole responsibility of the end user. Rennline Inc. accepts no responsibility for warranty voids or damage resulting from the use of these products. Due to the varying location of wiring harnesses and other components, carefully inspect any area prior to drilling. All Rennline products are intended for off road use and should be installed by a qualified automotive technician.



Parts List

- (1) Shifter Actuator
- (1) Spacer Plate
- (2) M5x30 Screw

- 1) Lift the carpet center section out for access to the stamped metal shift mechanism housing secured with five bolts. Remove these bolts and lift the shift mechanism out of the tunnel. Disconnect all cable mechanisms for heater controls as found on the earliest year cars. Snap off the plastic cup from the ball end of the shift actuator and set aside.
- 2) Dismantle the shift lever assembly from the housing. It is retained by two transverse rods with e-clips at each end. Holding the housing securely (such as a vise), pry the e-clips off each side of the rods. Hold a rag over the springs through which the rods pass and push the rods out of the housing. With the rag still in place, pry loose the two springs, careful to not lose them. Remove the lever, along with the plate, tension spring, and plastic bushing. Disassemble noting the sequence. These may be cleaned as long as they are re-lubricated during reassembly. Scribe a line on the shaft above the ball to indicate the location of the index slot. This will assure getting the handle back to the same relative position when you affix the new actuator.
- 3) The lower, actuator, part of the shift lever is affixed to the handle at the factory with epoxy adhesive. To separate the two, you may use heat to melt the factory adhesive, or you may cut the shaft just above the actuator. Be sure to thoroughly clean the shaft and remove any loose metal shavings or grease (this is very important for a good bond on the next step). Double check the fit of your new Rennline actuator on your shifter shaft. It should be an easy push fit with no binding. If it's too tight, slightly sand or file the lower part of the shift handle until it slides easily.
- 4) Using a quality 2 part epoxy, fasten the Rennline actuator to the shaft, being sure to align the slot with the scribe line that you made earlier. Put a dab of the epoxy on the spacer block and affix it to the shift rod support bracket in the tunnel, temporarily aligning it using the old bolts until it sets.
- 5) Once the epoxy sets, reassemble all parts in reverse order and snap plastic cup over ball end of actuator. Be certain all moving parts are lubricated liberally. When reinstalling the shift rod support bracket, it may be helpful to use string to hold the rod up while fastening the new longer screws.
- 6) Check the ease of shifting through all gears and ensure that there is no binding. Replace carpet and enjoy!
- 7) Please note, If installing on 914 models, this will only work on the 1969-1972 style shifter assembly as pictured above.