

1. Shift into 4th gear.
2. Remove the outside center console screws (2 on each side). Move the front cover out of the way.
3. Remove the console-to-floor screws – two in front and one under the carpet just behind the console. You will need to pry up the carpet at the back of the console to find the third screw.
4. Pry off the shift pattern cap, and remove the shift knob's Allen-head bolt.
5. Remove the shift knob and boot. Lift the console over the shift handle, being careful not to damage the thin AC metal tube if present. Set the console to the side (you can leave the wiring and AC controls connected).
6. Remove the foam pad from the shifter.
7. Remove the bolt holding the pivot to the shift rod (it is down inside the mechanism, slightly angled to the rear).
Once the bolt is out, move the shift lever forward to disconnect the shifter mechanism from the shift rod.
8. Remove the 3 bolts holding the shifter frame to the floor.
9. Work the shifter assembly up and forward off of the shift rod. Remove it from the car.

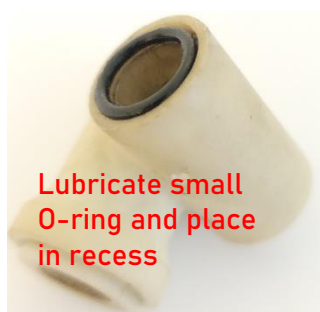


Disassemble

10. Remove the bottom nut and remove the shift lever and pivot. Set it in a box to give to the guy who buys your car, or sell it on eBay.
11. At the bottom of the shifter frame, remove the clip and cross pin, then remove the white plastic shift lever bearing [23].
12. Remove the old shift rod bushing [27] from the shifter frame.

Install New Shifter

13. Clean all the parts and make sure the pin and bolt move freely in the shift lever bearing. Replace the shift rod bushing [27] with the flare to the rear. You may need to place the bushing into a cup of hot water to make it more flexible for installation - do not use boiling water and do not heat the bushing directly! The bushing can be installed by starting at one edge and working around with a dull screwdriver to push the rim through the hole. After the bushing is installed, rotate the notch to the side (3 o'clock when viewed from the rear). Lube the bore of the bushing with silicone grease. If left dry, the shift rod will stick in the bushing and shifting will be stiff.



14. Lubricate the small O-ring with silicone grease and install into the recess in the shift lever bearing. Work the assembly carefully into the shifter frame being very careful not to pinch the O-ring. A second small O-ring is provided to give you a second chance if the first gets torn. Insert the cross pin and clip to secure.

15. Swing the pivot down and insert the lever bearing bolt [26]. Swing the lever bearing back up so the threads are facing forward. Lubricate and install the larger O-ring on the step of the shift lever bearing.

16. Moving to the RennShift, slide the lug [4] out of the brass block [2] and set aside. Remove the upper pivot bolt [9], washer [7], and nut [8] and remove the block from the lever [1] and set all the parts aside for now.

17. Lower the shift lever [1] into the shifter frame and slide the bottom of the lever onto the lever bearing bolt. Install the nut [15] and tighten to 34 ft-lb/47 Nm.

18. Replace shifter and frame into car. This is the most difficult part of the installation. The shift rod will need to be lifted and pushed sideways past the bushing notch. If the notch faces down, which would seem logical, there is not enough room to get the rod to clear the bushing. The rod has to move to the side for the shifter to lower down further and then is guided sideways past the notch. Loop a rag under the shift rod and use it to lift and direct the rod into place. Two long screwdrivers crossed under the shift rod can also be helpful. If you just can't get it, then disconnect the shift rod coupler at the rear of the tunnel, which will allow the rod to move backward and make the installation easy. Tip: install a JWest upgraded shift coupler at this time for improved shifting.

19. Add some extra grease to the shift rod around the shift rod bushing. You may need to use a stick to apply it. This is important, a dry bushing can stick to the shift rod making shifting very stiff.

20. Slide the pivot [3] onto the shift rod.

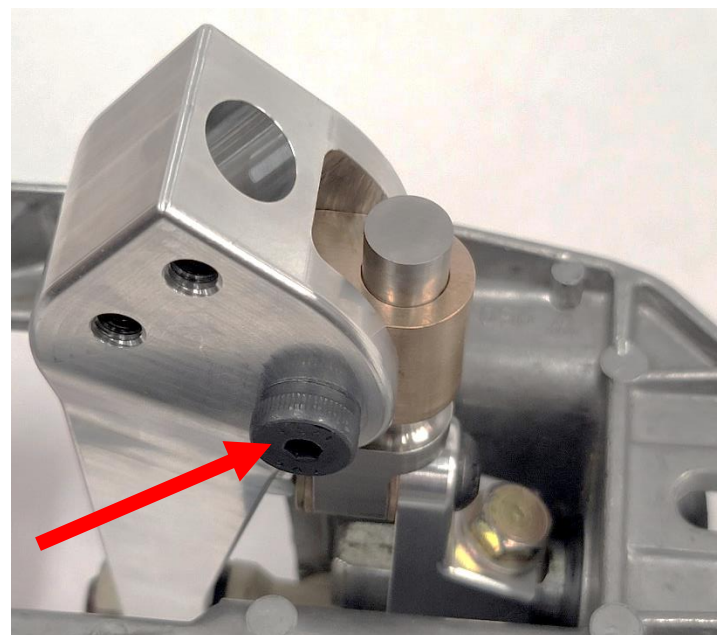
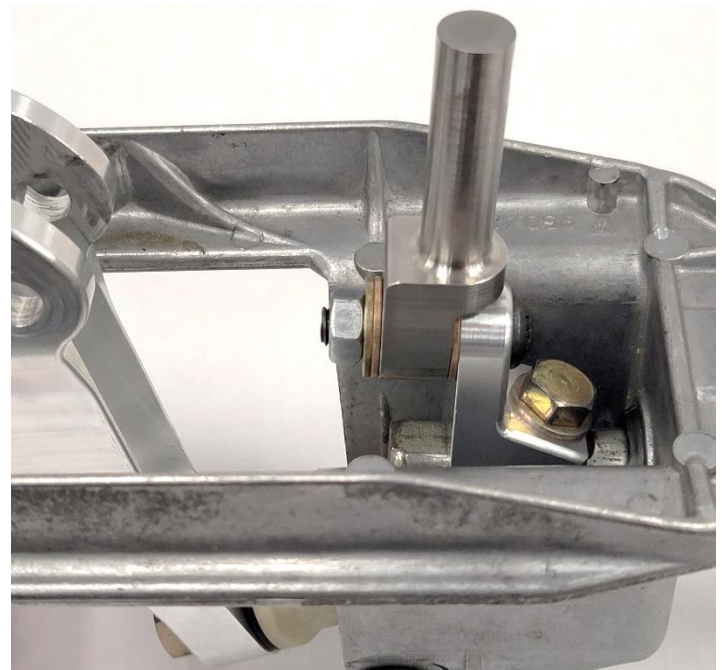
21. Loosely bolt the shifter frame to the floor. The frame needs to slide to adjust later.

22. Install the original shift rod bolt [10] and washer [12] through the pivot [3]. Remember this goes in at an angle -- you don't want to cross-thread this bolt! Torque to 17 ft-lb/23 Nm.

23. Slide the brass block [2] onto the shaft of the lug [4].

24. Pull the shift lever back and align the block with the hole in the lever. Slide the upper pivot bolt [9] through both parts and install washer [7] and nut [8]. Tighten until the pivot bolt can rotate smoothly with no slop. Do not overtighten the locking nut.

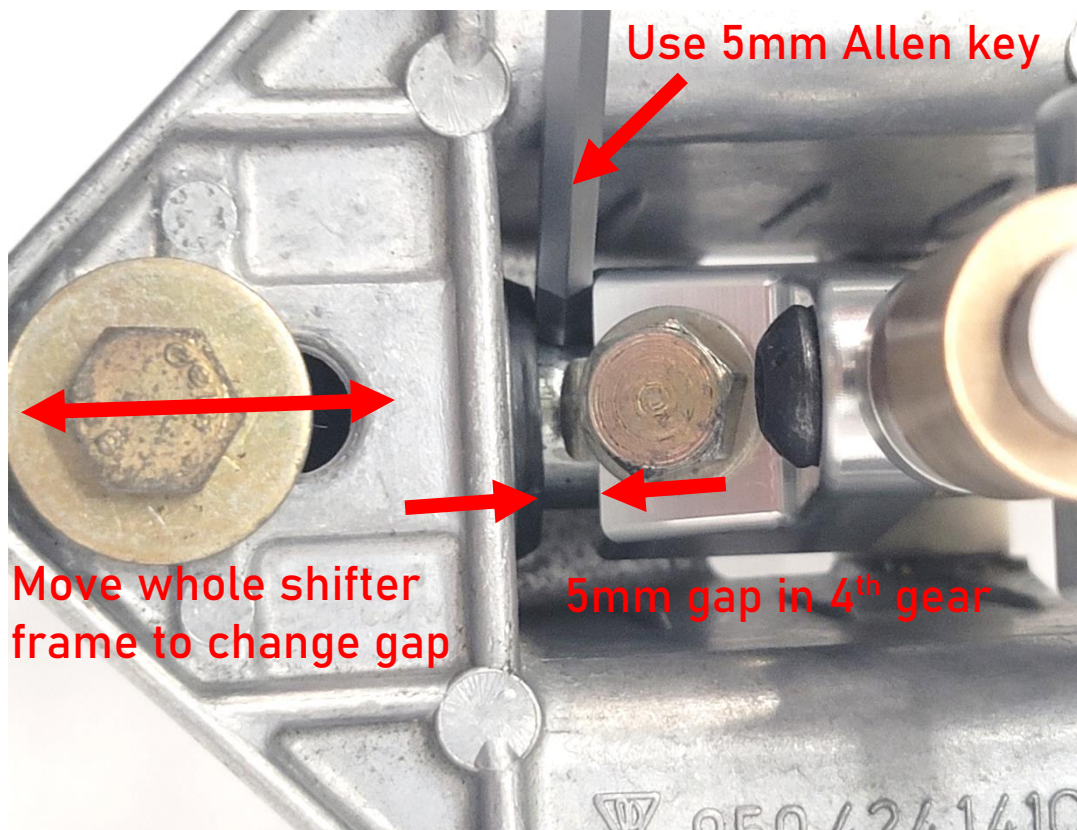
Tighten nut so shoulder bolt will just rotate smoothly



25. Install the shift stick [13] with the flat aligned with the setscrews in the side of the lever. Tighten the setscrews to lock the stick into position, making sure they are bearing on the flat of the stick. Positioning the O-ring at the top edge of the lever will put the shift knob at factory height. You can raise the lever up to about 30mm for higher knob height.



26. Adjust the fore/aft position of the shift pattern by sliding the shift frame on the tunnel. Move the housing until there is approximately 5mm clearance between the pivot on the shift rod and the rod bushing when in 4th gear. This adjustment is the same as the factory adjustment. With the factory soft rubber coupler, it is critical to not make this clearance smaller, as the pivot will hit the shift rod bushing and can damage it. With our upgraded coupler, this dimension can be reduced since the shift rod won't flex as much after engaging 2nd or 4th gears.



27. The RennShift will accept the factory shift knob with the keyed flat and through-bolt. JWest also has a variety of threaded knobs that will screw directly into the 8mm threads in the stick. Custom knobs that have a shift pattern include a shim pack to adjust the rotation of the knob when tightened so that the shift pattern ends up aligned.



RENNSHIFT G50 PARTS LIST

ITEM NO.	DESCRIPTION	PART NO.	QTY.
1	LEVER		1
2	BLOCK		1
3	PIVOT		1
4	LUG		1
5	LOWER PIVOT BOLT		1
6	THRUST WASHER		2
7	PIVOT BOLT WASHER		2
8	PIVOT BOLT LOCK NUT		2
9	UPPER PIVOT BOLT		1
10	SHIFT ROD BOLT*	999.074.023.02	1
11	LOWER PIVOT SLEEVE BEARING		1
12	SHIFT ROD BOLT WASHER*	N.011.654.2	1
13	SHIFT STICK		1
14	SHIFT STICK SET SCREW		2
15	LEVER NUT*	N.101.552.10	1
16	FACTORY SHIFT KNOB*	950.424.079.00	1
17	KNOB BOLT WASHER*	N.011.525.13	1
18	KNOB RETAINING BOLT*	N.014.715.3	1
19	KNOB CAP*	950.424.120.01	1
20	THREADED KNOB MOUNTING STUD**		1
21	THREADED KNOB SHIM**		VARIES
22	THREADED SHIFT KNOB**		1
23	SHIFT LEVER BEARING*	950.424.124.01	1
24	SMALL O-RING	999.701.012.50	1
25	LARGE O-RING	999.701.923.40	1
26	LEVER BEARING BOLT*	950.424.185.01	1
27	SHIFT ROD BUSHING	950.424.224.03	1

*NOT INCLUDED (REUSE FACTORY PARTS)

**OPTIONAL

RENNSHIFT G50 PARTS DIAGRAM

