



# Installation Instructions

## Ripper Shifter for 1993-96

### Camaro and Fire bird with T-56 Transmission

Part No. 45052

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This Ripper Shifter is designed for use on all 1993 to 1996 Chevrolet Camaros and Pontiac Firebirds V8s with the Borg Warner T-56 six speed transmission. The shifter gives shorter throws than stock and has adjustable stops to prevent shifter over travel. The shifter uses the stock GM knob, or any replacement knob with a M16-1.50 thread. This shifter will not fit the after market version of the T-56 sold by Borg Warner.

#### INSTALLATION

**Step 1.** Unscrew the knob from the stock shifter. Remove the boot and trim plate from the console. It snaps out. Remove the plastic or leather handle portion of the parking brake lever. It is held on by a single set screw or a roll pin. Pull the parking brake all the way on. Remove the screws that secure the console to the floor and instrument panel. It is held on by two screws in the bottom of the glove box, two screws at the front by the instrument panel and two screws in the center of the console. Unplug the wiring to the cigarette lighter and the glove box light. The console can be lifted up at the rear to get enough room to remove the shifter and its rubber boot.

Remove the rubber boot that is attached to the floor pan. Save the screws for re-installing this boot. The rubber of the boot may be stuck tight to the floor pan. If it is, gently pry it away from the floor pan before trying

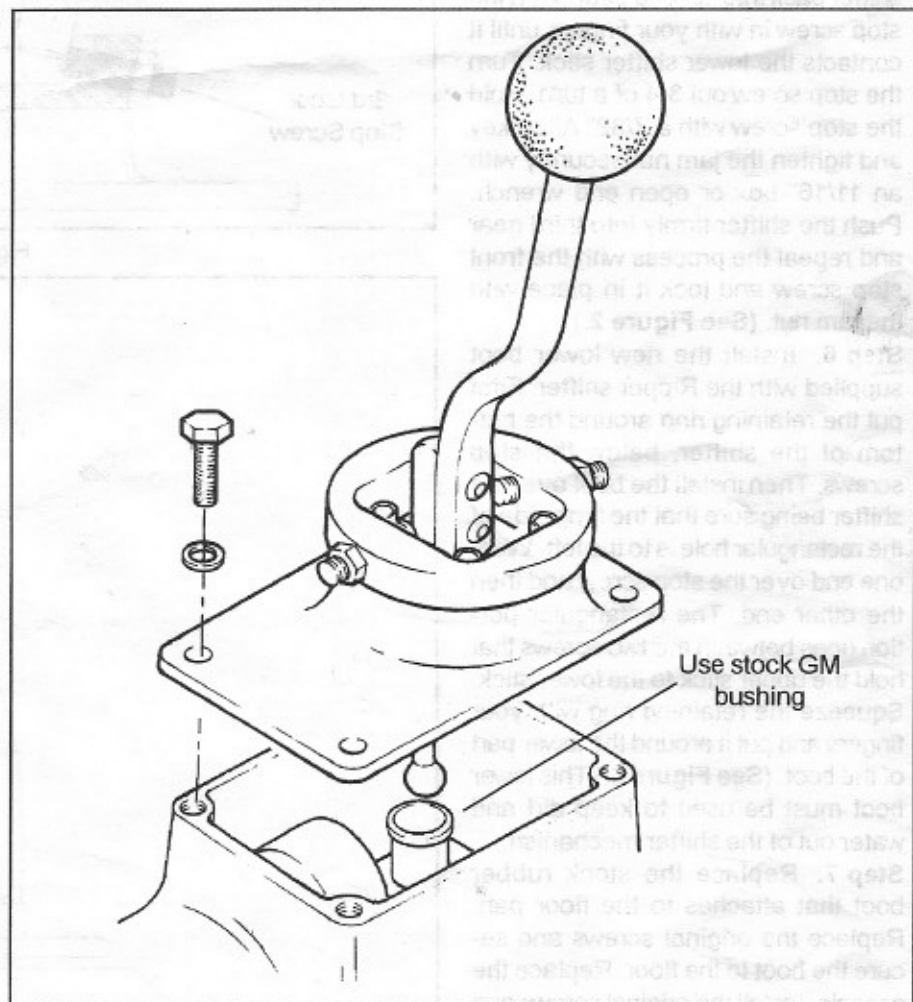


Figure 1

to remove the whole part from the vehicle.

**Step 2.** Remove the four screws that secure the stock shifter to the top of the transmission. You will have to work the shifter loose, because of the fac-

tory RTV sealer.

**Step 3.** Remove and inspect the plastic cup shaped plastic bushing that receives the ball end of the shifter. If it is worn or damaged replace it with a stock GM bushing. Put some grease

in the bushing.

**Step 4.** Before you put the shifter into the car turn the stop screw lock nuts almost all of the way out and turn the stop screws out until there is about 1/8" showing inside of the black ring. Remove all traces of the original sealer from the shifter mounting surface. Put new RTV sealer on the top surface of the transmission and install the Ripper shifter. Use four supplied M8-1.25 x 25 mm hex head screws and flat washers to secure the shifter to the transmission. (Do not use the stock screws.) Tighten the screws to 12-15 lb-ft. (See **Figure 1.**)

**Step 5.** Check the operation of the shifter. Adjust the stop screws. Pull the shifter back into second gear. Turn the stop screw in with your fingers until it contacts the lower shifter stick. Turn the stop screw out 3/4 of a turn. Hold the stop screw with a 7/32" Allen key and tighten the jam nut securely with an 11/16" box or open end wrench. Push the shifter firmly into third gear and repeat the process with the front stop screw and lock it in place with the jam nut. (See **Figure 2.**)

**Step 6.** Install the new lower boot supplied with the Ripper shifter. First put the retaining ring around the bottom of the shifter, below the stop screws. Then install the boot over the shifter being sure that the long side of the rectangular hole is to the left. Work one end over the stop screw and then the other end. The rectangular portion goes between the two screws that hold the upper stick to the lower stick. Squeeze the retaining ring with your fingers and put it around the lower part of the boot. (See **Figure 3.**) This lower boot must be used to keep dirt and water out of the shifter mechanism.

**Step 7.** Replace the stock rubber boot that attaches to the floor pan. Replace the original screws and secure the boot to the floor. Replace the console. Install the original screws and tighten. Replace plastic handle on the parking brake and secure. Replace the original interior boot and trim plate. Replace the stock shifter knob or use a replacement knob with a M16-1.50 thread.

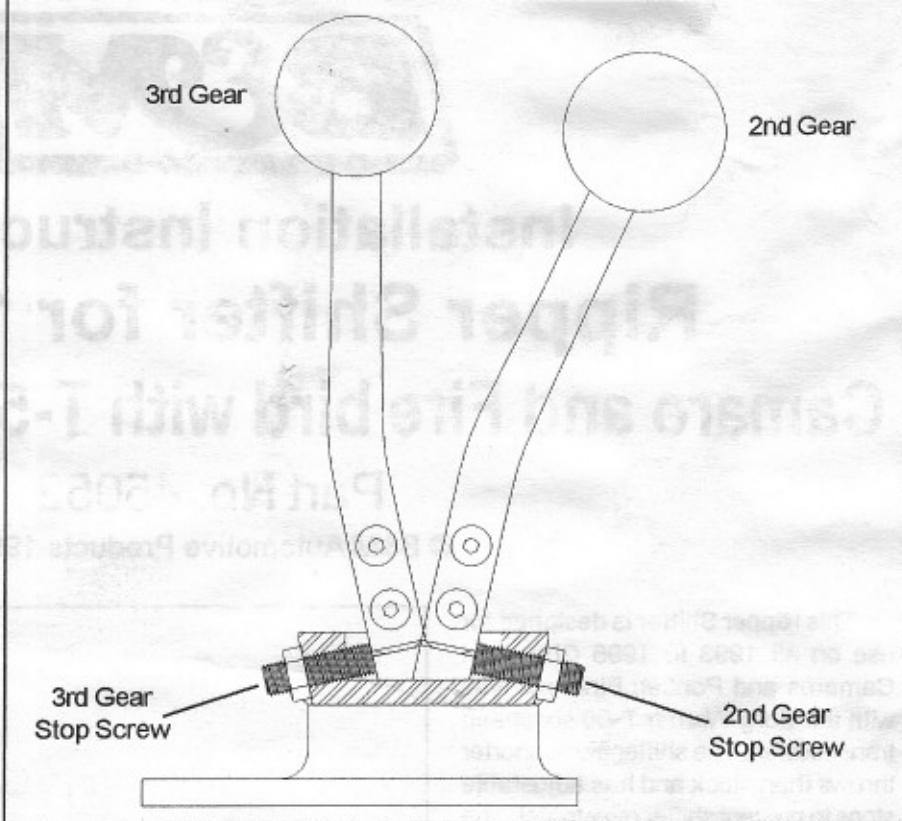


Figure 2

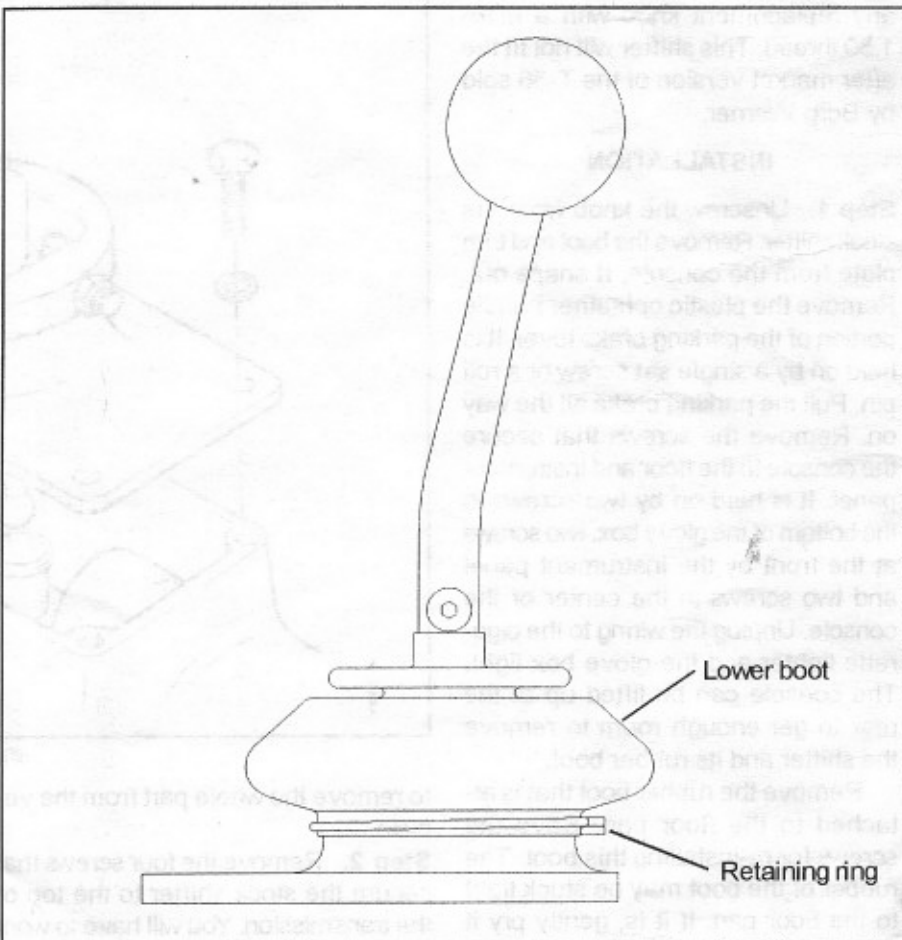


Figure 3