

LG CAMARO SHORT SHIFTER

GEN 5 CAMARO

“THE MOST POWERFUL HEADERS ON THE PLANET”

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972-429-1963



Thank you for purchasing LGM's short throw shifter for your Camaro

Parts Inventory:

1. LG Short Shifter
2. Instructions

Optional

1. Threaded shift knob for threaded stick versions

Instructions:

Removal:

Start by supporting the car on a lift, or 4 jack stands on a level surface enough to fit under the car as you will have to remove the shifter from the bottom of the car.

From inside the car start by removing the factory shift knob. This requires some effort but you need to pull straight up on the knob with a slight twisting action to release it from the clip inside. See Figure #1

Figure 1: removing knob



Once the shift knob has been removed you can now remove the lower shifter trim plate from the car. Again this piece is held in with small GM clips. You may find it easier to use a small flat blade screw driver, or clip removal tool. See figures 2a and 2b.

Figures 2a and 2b: removing trim panel



With the trim panel up, be careful of the gage package wiring. There should be enough wiring there to allow this panel to be laid over to the side out of the way. Next you will be removing the lower shift boot from the transmission tunnel. These are held down with four Philips head screws. See figures 3a and 3b.

Figures 3a and 3b: shifter boot removal



Once the boot has been removed, you will see the shifter and the weather boot under as shown below

Figure 4: shifter boot removed



Now you will need to access the bottom side of the car to remove the shift linkage from the transmission. First part you need to find the shifter box which is located just aft of the transmission and above the first driveshaft connection. You will see a black rubber boot covering the assembly. This will need to be pulled down and free so you can unhook the rod from the lever. The boot will stay on the car as it is wrapped around the rod going to the transmission. See figures 5a and 5b for this location and boot removal.

Figure 5a and 5b: removing dust boot and pivot rod



Now that the boot is removed you will need to remove one of the two clips holding the pivot pin in place. This can be done with a long flat screw driver, or your fingers. Once this is out, slide the rod out and the shift lever is now free. This is easiest to remove with the transmission in N. There are now just two 10mm head screws holding the shift lever in place. You will need a 10mm socket, swivel and extension to reach this. Make sure not to lose the screws when they come out. The lever will now come out through the bottom of the car. You may want to push down from the top side to un-seat the pivot bearing. See Figures 6 through 10 below for details.

Figure 6: Pivot rod clip



Figure 7: Pivot pin removal



Figure 8: Shifter bolt removal



Figure 9: Shifter bolts



Figure 10: Stock shifter removed from car



Install:

Now that the stock shifter has been removed you will need to start by transferring over the pivot point, seal, and retaining plate to the new shifter. These simply side off with a little push on the plastic bearing. Please note the line up before removing. You may want to apply a little bit of grease to the ball prior to assembly for smooth action.

Figure 11: Stock and LG shifter side by side.



Now you are ready to install the shifter back into the car. Install is going to be basically the reverse of your removal. Start by installing the shifter from the bottom side of the car, and replacing the two screws removed on the plate. Line up the shift rod and re-install the shift level pin and clips. Once this is done, pull the dust boot back up and over the shifter box assembly and you can enter the inside of the car to finish up the boot and trim panel install and top off with your shift knob!

Figure 12a and 12b: New shifter install and boot replacement



Figure 13a and 13b: Install of shifter knob



THREADED KNOB VERSION

Please note: if you purchased a threaded shifter version, the knob will screw on, and you will tighten until the knob stops. You will have to flip the boot inside out and cut the factory zip tie holding the boot to the trim piece. Before install you may want to zip tie the boot to the lower ring of the shift knob prior to install of the knob or lower leather boot assembly for ease of install.

