

COBB

COBBTUNING.COM



Double Adjustable Short Throw Shifter **2005-2006 Legacy GT/OBXT (5 Speed)**

Installation Instructions

ph: 801 713 0035 • fax: 801 478 0925 • 3362 West 1820 South, Salt Lake City, Utah 84104

COBB Double Adjustable Short Throw Shift Lever

2005-2006 Legacy GT/OBXT (5 Speed)

Congratulations on your purchase of the COBB Double Adjustable Short Throw Shift Lever. The following instructions should assist you through your installation process. Please read them first before beginning the install. If you feel that you can not properly perform this installation, we HIGHLY recommend you take the vehicle to a qualified mechanic.

PARTS LIST:

- Instructions/Parts List
- Double Adjustable Shift Lever

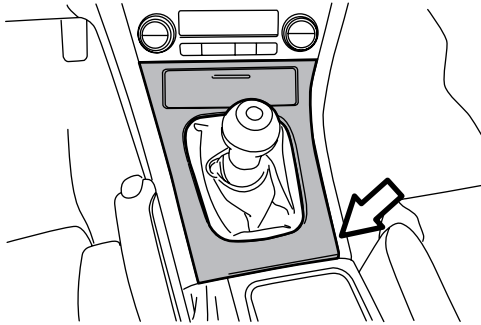
TOOLS NEEDED:

- Philips Screwdriver
- Standard Screwdriver
- 2 - 12mm Wrench (preferably boxed end)
- 10mm Socket and Wrench
- 2.5mm Allen (Hex) Head Wrench
- C-clip Pliers

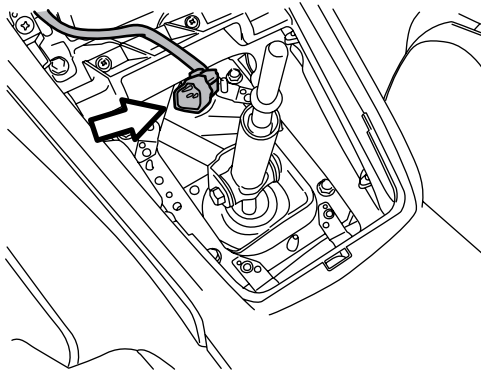
© 2007 COBB Tuning Inc. All rights reserved. AccessPORT, StreetTUNER, COBB Tuning and the COBB logo are trademarks of COBB Tuning Inc. All other company and product names mentioned are trademarks of their respective companies. Mention of third-party brands or products does not constitute an endorsement or recommendation of COBB Tuning from said companies. Use of product may not be legal on public roads. Please check with local authorities prior to installation. Use of product may void warranty.

REMOVAL OF FACTORY SHIFT LEVER

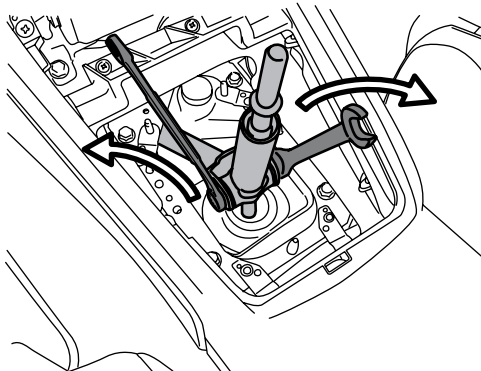
1. Remove shift knob. Pull up on the rear of the center console shifter surround trim piece to remove it from the center console.



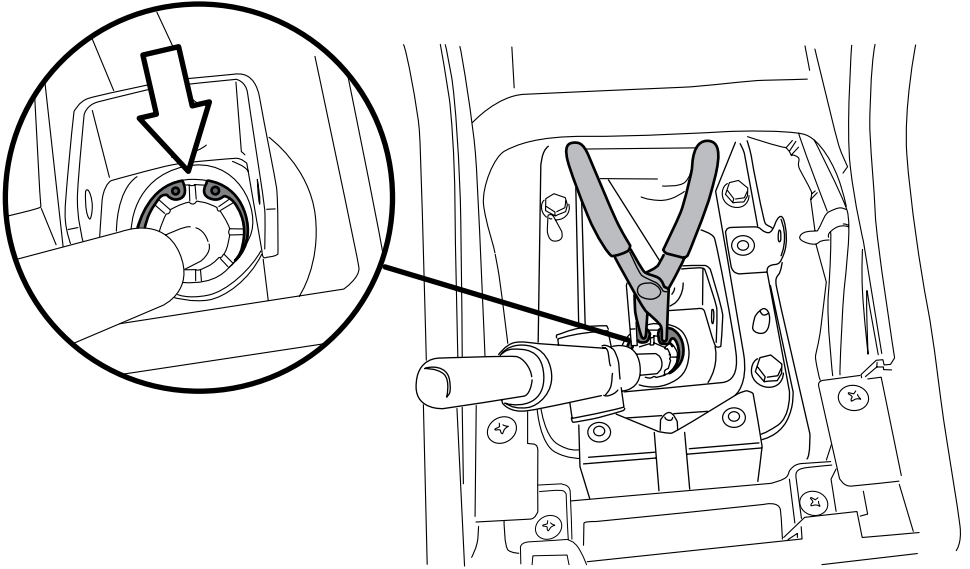
2. Disconnect the wiring harness for the lighter so that the surround can be placed aside. This will make it easier to work without scratching the center console or the center console shifter surround trim piece.



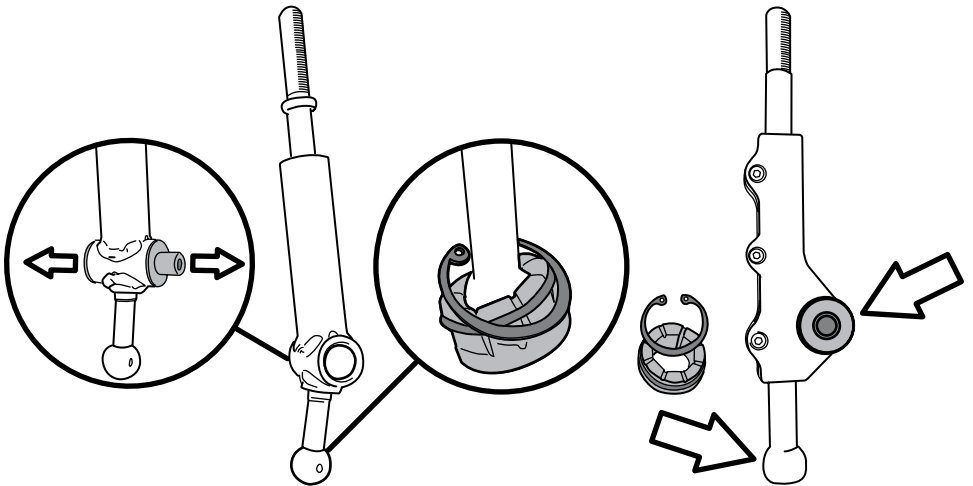
3. Use the two 12mm boxed end wrenches one on either side to remove the bolt that holds the shift lever to the shift linkage as shown in the picture below. Do not loose the nut and bolt as they will be reused with the COBB Shift Lever.



4. Next, remove the c-clip that holds the bottom cup in. You will likely have to pick up a pair of c-clip pliers to remove this. I have the c-clip, and the pliers being used pictured below.



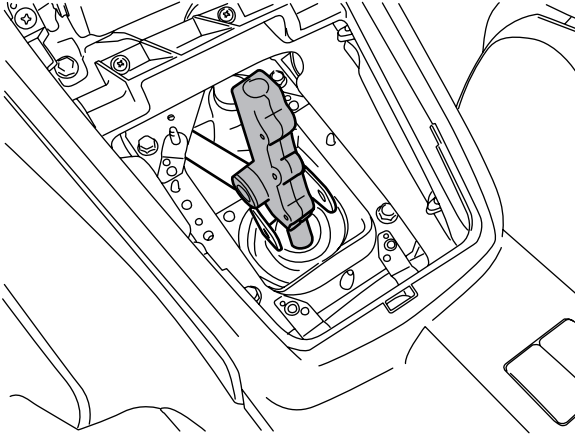
5. Remove the sleeve and bushings from the barrel of the factory lever. These will be reused with the COBB lever. Save the bottom cup bushing and snap ring for reuse with the COBB Lever. Once removed, apply grease from original lever's ball to the new shifter lever's ball. This will insure smooth operation. Install the bushings from the center of the stock lever to the COBB shifter. Also install the cup bushing to the ball on the bottom of the COBB lever.



INSTALLATION OF COBB SHIFT LEVER

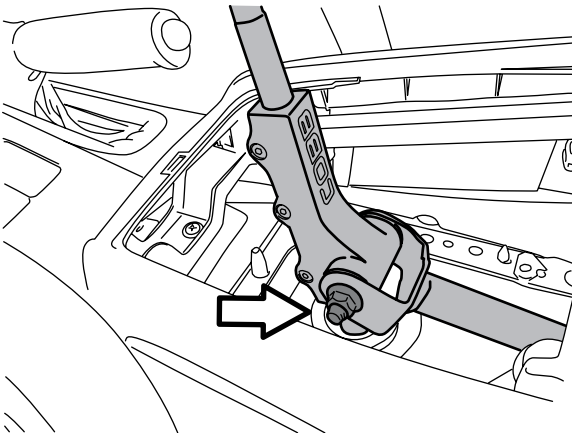
1. Once removed, apply grease from original lever's ball to the new shifter lever's ball. This will insure smooth operation. Loosen the clamp screw that holds the upper portion of the lever that. Make sure that the lower section with the ball is secure in the center section. The screw uses a 2.5mm hex head wrench. It does not take much torque to hold them together securely. If you over-tighten the screw it may strip the threads on the aluminum center section. COBB Tuning is not responsible for damage due to over-torquing the screw.

2. Place new shifter into socket sliding it in place. This normally is a simple operation, and should not require much force.

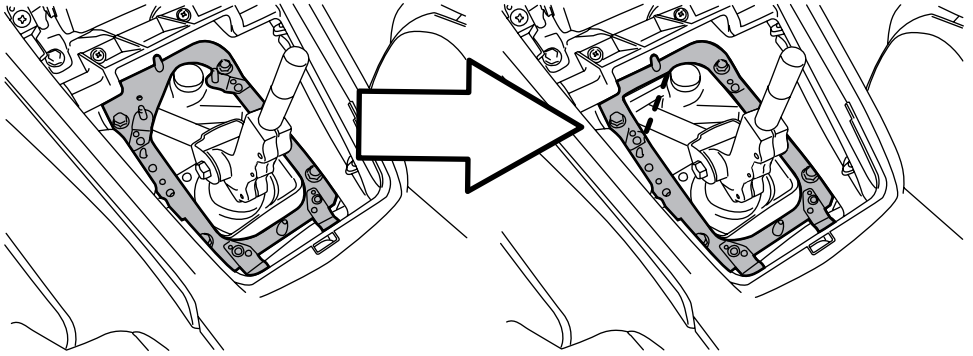


3. Before attaching to the shift linkage, apply a small amount of grease to bolt sides of the bushings used in the new shifter. There may be enough extra on the ball or socket to use.

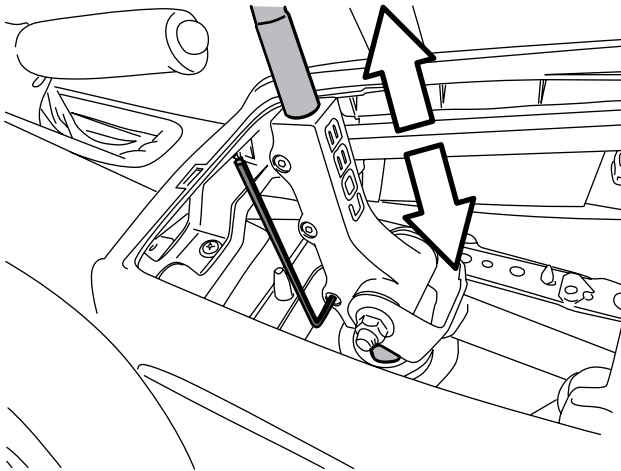
4. Attach the linkage to the shift lever using the factory hardware that was removed previously and the two 12mm boxed end wrenches. This should be hand tight (approximately 12-15 ft/lbs of torque). The following pictures show the linkage attached. Note that the barrel should be oriented towards the front. Reinstall the top portion of the lever to the center section.



5. You may want to take the time to remove the metal surround that holds down the rubber gasket. Remove the four 10mm bolts and maneuver it out of the car. Trim the upper left edge where the linkage goes by to allow more clearance for the linkage as it will be slightly higher to get the geometry for a shorter throw.



6. This is a good time to set the throw and height of the shift lever as the clamp screws are not covered by the shift boot yet. If you want to adjust the throw (length of the distance from one gear to another) of the lever the lower portion needs to be adjusted. If you desire the shortest throw, you will want to have the lower section as long as possible. However there are space limitations in the chassis and shift linkage. If you go too long on the bottom section the linkage will sandwich the rubber gasket in between the chassis and the shift linkage. This can increase shift effort, cause you to not be able to go into first and third, and wear a hole in the rubber gasket. We usually set it so that there is the slightest amount of clearance so the throw can be short as possible without causing issues. To set the height of the shift knob, simply adjust the top portion of the lever to what is comfortable for you. Again when tightening the clamp screws do not over tighten them.



7. Remove the shift knob so that you can reinstall the center console shifter surround trim piece. Reinstall the center console shifter surround trim piece making sure to reattach the wiring harness for the lighter and screw the shift knob back into place making sure it is tight. Make sure the shift boot pops onto the lip on the shift knob tight.

8. Enjoy your shifting. Future adjustments can be made vary easily by just removing the center console shifter surround trim piece as the clamp screws are easily accessible.

What Next?

COBB Hardened Shifter Bushings!

This popular item is designed to replace the soft rubber bushing found at the anchor point of your shifter assembly. This upgraded bushing greatly improves the feel of the shifter by eliminating that spongy feel you get when changing gears. Easy to install with simple hand tools. Highly recommended when using our Short Throw Shifter.



Upgraded Shifter Bushings go hand in hand when upgrading to an adjustable shifter. If you are going to install a shifter that reduces throw and knob height, you might as well go all the way and eliminate the side to side "slop" that the soft stock shifter bushings provide. Crisper shifts are just a 15 minute installation away!

COBB

COBBTUNING.COM

ph: 801 713 0035 • fax: 801 478 0925 • 3362 West 1820 South, Salt Lake City, Utah 84104