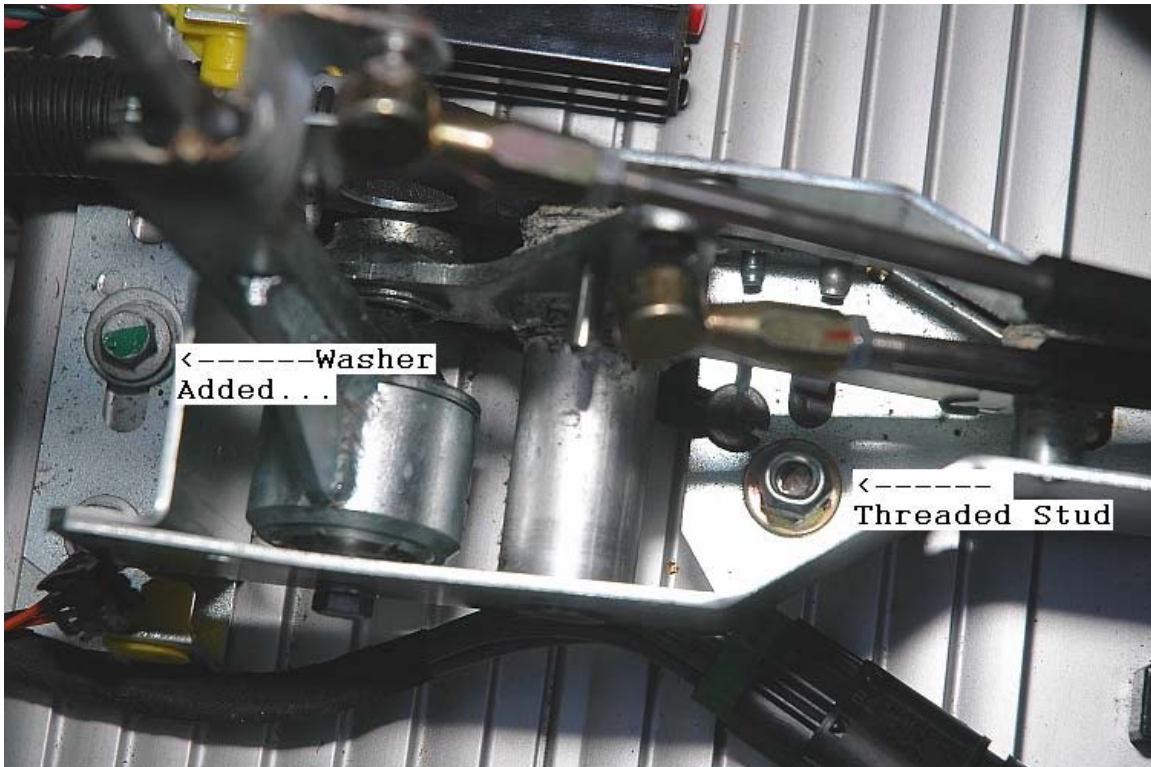


## Shifter Reinforcement by Elisetalk's Stan (with some pics by MyElise)

The sheet metal frame has a hole in it which is right above an unused threaded bushing in the floor of the car. You tie the shifter frame to the car frame. A fastener (stud or bolt) gets threaded into the bushing, and with a nut and washer on either side of the shifter frame (clamping the frame), the whole deal is braced right to the frame of the car. This cuts the side to side flimsiness of the whole center console a great deal. You can improve this further too if you'd like to spend more time on it but the idea shown here gets most of the problem settled down. The hole in the shifter frame might not line up exactly with the threaded bushing, the hole can be enlarged with a file or drill in this case. \*Standard disclaimer applies: This is provided for informational purposes only and is to be performed at your own risk ;-)



Washers ground down and notched for shifter frame and reverse cable clearance:



Installed, top view:



Installed, side view:



**Bill's Parts List (Subjective and everybody seems to have their own selection so YMMV):**

- (1) M8 bolt, 1.25 pitch, 50mm long
- (5) 1.5" washers – these are the ones that will need to be modified to clear the reverse cable, one will be used for front bolt
- (15) 7/8" washers – stacked between larger washers from floor to shifter box.

**You may not need ALL of the above hardware but you will have enough to do the mod without coming up short.**

**The metric prices tend to run a little higher than SAE, so I used SAE washers that were close to the M8 bolt size. Also, in place of the stack of washers, I used a SAE threaded union that was large enough ID to allow the M8 bolt to pass through and have a little wiggle room to align with the nutsert in the floorpan.**

