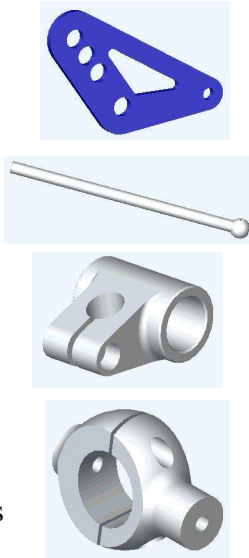


Instructions for GFB Short Shift Kit for MY08-on WRX

Included in kit:

- 2 x side plates
- 1 x shift stick
- 1 x shift clamp
- 1 x linkage knuckle, including:
2 x M4 x 12 socket screws



- 2 x M8 x 16 button head screws with nuts
- 2 x M8 washers
- 2 x M5 x 8 button head screws
- 1 x 3mm hex key
- 1 x 4mm hex key
- 1 x 5mm hex key

Required tools:

- 12mm spanner
- Shifting spanner
- Flat-blade & Philips screwdriver
- Circlip pliers (or pointy needle-nose pliers)

1. Remove the plastic surrounds from the gearstick as follows:

a) Pull upwards on the handbrake boot to remove – there are pop-type fasteners that can be seen in figure 1.



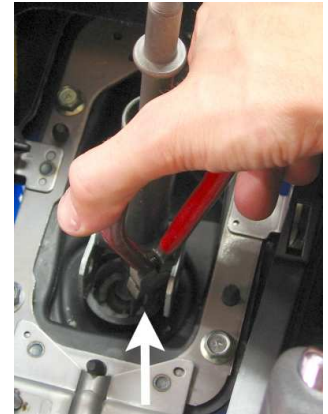
b) Remove the screw from underneath the handbrake boot that retains the gear lever shroud, and also the two screws from inside the centre console. Shift the centre console back just enough to allow you to lift the rear of the gearstick shroud up.

c) Lift the back of the gearstick shroud up enough to clear the centre console, then pull towards the back of the car to pop the final two fasteners. Unscrew the gear knob, remove the shroud and set it aside.



d) Unscrew the plastic buttons that hold the rubber boot/foam insulation, remove it and set aside.

2. Undo and remove the bolt that holds the linkage to the shift stick. Use the circlip (or needle-nose) pliers to remove the circlip retaining the gearstick ball cup. Pull up on the gearstick as you close the circlip, it should lift out once the circlip clears its groove.

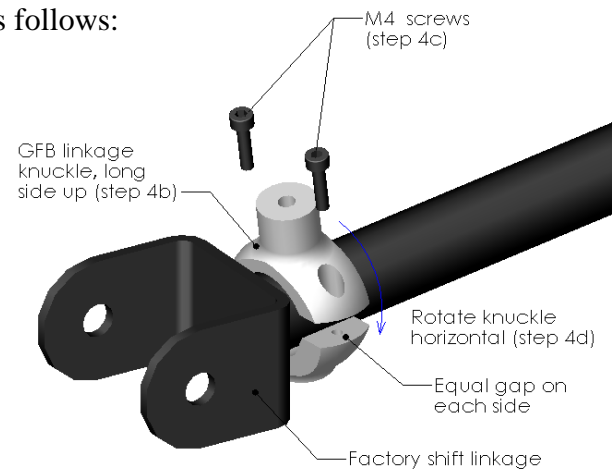


3. Transfer the ball cup and circlip to the GFB gearstick (the ball cup spreads apart easily to allow this), making sure there is sufficient grease in the cup. Remove the steel sleeve and bushes from the factory gearstick (you may need to press the bushes out using the long bolt from step 2 – take care not to damage the holes in the bushes as you do this) and fit them to the GFB gearstick (fig. 10). Slip the steel sleeve back into the bushings in the GFB gearstick, again ensuring there is a smear of grease on the sleeve.



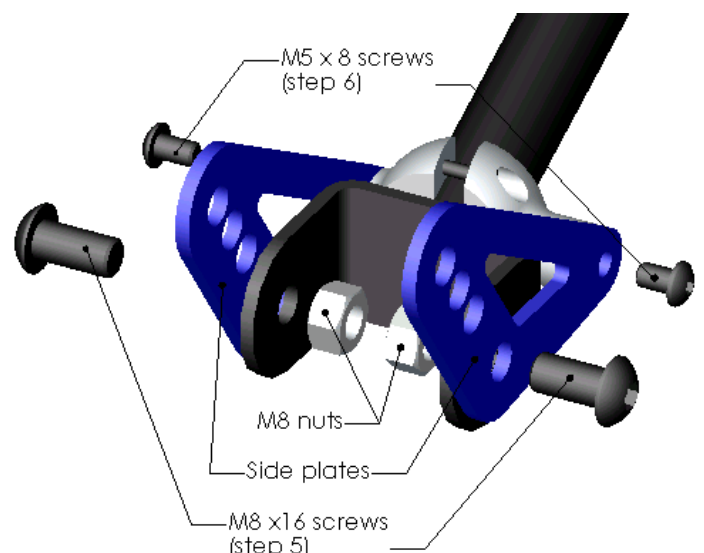
4. Before re-installing the gearstick, fit the linkage clamp as follows:

- a) Separate the linkage clamp into two parts.
- b) Fit the two parts around the shift linkage with the long side facing up as shown.
- c) Place the two M4 screws into the holes and screw them in lightly, making sure there is an equal gap between both sides of the two parts.
- d) Loosen the left screw just enough to allow the knuckle to be rotated horizontal, but DO NOT tighten it back up just yet.

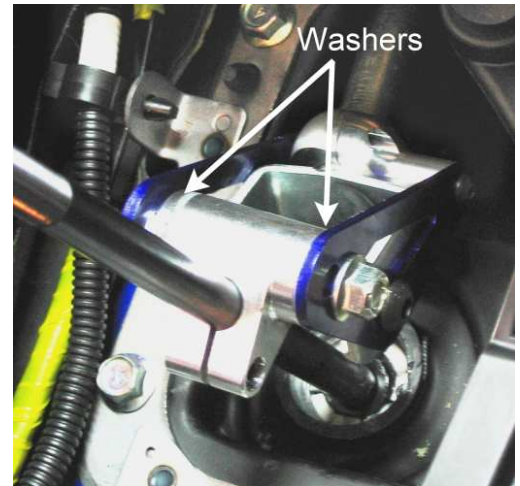


5. Fix the two side plates to the shift linkage by first inserting an M8 screw through the plate and then through the hole in the linkage fork. Thread an M8 nut partially on, but DO NOT tighten yet. Repeat on both sides (figure 5).

6. On both side plates, insert an M5 screw through the matching 5mm hole and thread it into the linkage knuckle. Now tighten all screws and nuts. As long as the lower M4 screw on the linkage knuckle was set to the right distance as per step 4d, you should only have to tighten the top screw to clamp it tight.



7. Now fit the GFB gearstick in the reverse order of removal from the car – make sure to seat the circlip properly in the groove.
8. The shift throw is adjustable on a GFB shifter, which is done by moving the position of the shift clamp - higher for a shorter throw, lower for a longer throw. The 3 holes in the side plates simply allow you to adjust the height of the shift linkage for your chosen shift clamp position - i.e. if you want a really short throw, you'll adjust the shift clamp upwards, and use the top hole on the plates in order for the shift linkage to remain at the factory height so it doesn't hit the transmission tunnel. GFB recommends using the middle hole to begin with, and adjust it later if you want a shorter shift throw.
9. Line up the steel sleeve in the shift clamp with the chosen side plate hole, then hold one of the M8 washers between the shift clamp and the side plate, then slide the M8 bolt through the side plate, the washer, and into the shift clamp sleeve. Then hold the remaining washer in the same place on the other side, and push the bolt all the way through. Thread the nut onto the end and fully tighten.
10. Now check the shift throw. Make sure the gearbox linkage does not foul any of the body work in all gears. If you want to change the shift throw, loosen the shift clamp and slide it up or down to adjust the throw then re-tighten the screw firmly (figure 8). Do a final check to ensure the linkage clears its surroundings in all gears.
11. The rubber /foam boot removed in step 1d will require some modification if it is to be re-fitted with the GFB shifter installed. Looking at the underneath, you'll see the large hole in the foam is actually significantly smaller than the opening of the rubber boot. Enlarging the hole with a sharp knife to the same size as the rubber boot will allow it to be re-fitted, or alternatively it can be left out altogether – its only purpose is for additional sound deadening, and in our opinion the difference is unnoticeable with it left off altogether (note that pre MY08 models never had this boot anyway) – this also makes it easier to make adjustments to the shifter at a later date.
12. Replace the plastic shrouds in the reverse order of removal.

**NOTE:**

- Always make sure that no part of the shift mechanism is contacting any of the surroundings in all gears.
- As the shift throw is reduced by a percentage, the principle of levers means that the force required to shift gears is proportionally increased. **This does NOT mean it will wear out your gearbox! The shifter is merely a linkage to the gearbox** – driver abuse is the only thing responsible for gearbox wear or damage.
- GFB recommends using a high quality synthetic gearbox oil – an improvement in shift feel (particularly when cold) over normal mineral oil (as used by Subaru) is noticeable.

GFB Short Shift Kits carry a 12 month warranty from the date of purchase which covers faulty components or manufacturing. Warranty is limited only to the repair or replacement of GFB products provided they are used as intended and in accordance with all appropriate warnings and limitations. No other warranty is expressed or implied.