

GT350 MGW Shifter Installation

- Step 1 – Remove shift knob. Mine took a lot of torque to remove. Had to wrap the knob with ¼” of rubber tape to increase the diameter and grip; used a strap wrench to remove.
- Step 2 – Side Panels. 7mm socket
- Step 3 – Center console. There are 2 clips in the rear storage box area in the middle. Using a trim tool, it takes quite a bit of twisting of the tool to undo these – a lot more than I was expecting. Once you get one undone, shift that part of the console towards the neighboring seat so it doesn’t snap back in place. Once these 2 are out, pull up on the rear to undo the others. Once they are all out, there is plenty of hand clearance to remove the connector. If you find there is not enough clearance (I did) it’s because all the snaps (furthest forward) have not been undone. For the boot, I tried to push on the snaps from below, but couldn’t get them undone. I ended up pushing on them from below and using a trim tool from above to pry up the boot bezel – this worked fine.
- Step 4 – Remove shift boot. Use a small flat blade screw driver instead of a trim tool.
- Step 5 – Remove sound pad and rubber boots
- Step 6 – Remove reverse lockout. This took quite a bit of time for me. The provided punch seems too small in diameter and goes into the hollow roll pin causing it to flare open. The pin is .125 and the punch is .093, which is a standard size, so MGW provided the right size. If I had to do it again, I would start using a larger punch until the pin was flush with the shaft, then switch to the MWG punch. I finally got it out, but it took 30 minutes.
- Step 7 – Raise vehicle. I set mine on 4 jack stands and worked from the ground – not easy for this geezer.
- Step 8 – Disconnect linkage
- Step 9 – Remove rear bracket nuts – 10mm deep socket with extensions
- Step 10 – Lower transmission – I used a scissors jack with a 2 x 4 x 14” long. I chiseled out a pocket so it fit tight on the jack and would not slip. Prior to lowering, I use a marker to trace out where the mounting bracket contacted the car.
- Step 11 – Remove rear support bracket
- Step 12 - Remove top arm bolt – 10mm ratcheting box wrench (RBW) – this took a lot of torque to remove, so I added a socket with extensions to the end of the wrench for leverage.
- Step 13 – Remove linkage arm bolt. 13mm socket
- Step 14 – Remove center shaft. 10mm deep socket with extensions
- Step 15 – Remove OEM shift body
- Step 16 – Install MGW linkage – 13mm socket with Loctite
- Step 17 – Install MGW top arm – 10mm RBW with Loctite. Tighten fully. Visibility is limited. My first attempt, I installed it too far towards the front of the car and the screw, instead of going thru the mounting bushing went into one of the lightening holes in the arm. I didn’t realize this until I tried to do Step 20, then I had to undo Steps 19 and 18. **Suggested design improvement: Machine a protruding stop in the arm which would contact the trans. mounts if the arm is pushed too far forward.**
- Step 18 – Install shifter body. Make sure shifter is in 4th so the 2 rubber boots at the back can be squeezed thru the hole in the tunnel.
- Step 19 – Attach rear support pins. Supplied tool with Loctite.

- Step 20 – Connect shifter body – 13mm RBW
- Step 21 – Connect linkage – Tight fit, so use the swivel built into the linkage arm to help install
- Step 22 – Rear support bracket
- Step 23 – Raise Trans – torque bolts to 76 lb-ft
- Step 24 – Tighten rear pin bracket and add lock nuts – lock nuts need to be added by hand as they do not have a built in washer and will fall into the deep socket.
- Step 25 – Tighten 9 bolts – 13mm RBW for 8 on the arm and socket for linkage rod
- Step 26 – Add heat barrier. Mine came with both a heat barrier and a vibration mat. I added the mat first.
- Step 27 – Lower vehicle – I did my first oil change prior to lowering
- Step 28 – Modify shift boot – I used a hacksaw
- Step 29 – Install dust boot – Prior to this, you need to adjust the reverse lockout pin. Mine was not set from the factory. I set mine so when I move to first, the pin hits the plate, but once in first, there is ~.050 clearance between the pin and plate. When in first, moving the shift lever towards the left, you can hear the lockout pin “tick” against the lockout plate. The boot is in fact a double boot - the inner boot needs to be stretched around the shifter body first – there is a recess cut in around the shifter body perimeter for seating the inner boot. For the outer boot, I found it easier to start at the side towards the front of the car and work backwards.
- Step 30 – Reinstall console – MGW sound pad first, hook up connector – 7mm socket. For my factor shift knob, I used a wire brush (for cleaning the insides of plumbing fittings) to clean out all that Loctite.