Shifter

F23 transmission

Install the spherical bearing from the N001 baggie into the bellcrank with a socket head cap screw.

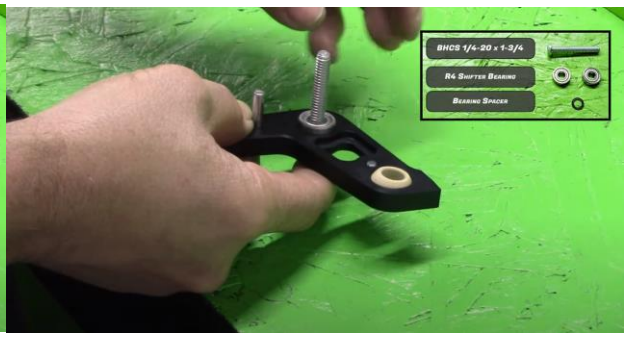
Apply thread locker to the 10-32 button head cap screw from the N001 baggie.

Install the screw with a 1/8 inch allen wrench.

Slide one of the bearings onto the ¼ button head cap screw from the N001 baggie.

Install this into the bellcrank from the opposite side of the dowel pin.

Install the bearing spacer and the second bearing.



Install the bellcrank spacer with the step towards the bearing.

Install the bellcrank spring with the legs toward the dowel pin.

Use pliers to move the top leg to the other side of dowel pin.

Add a ¼ inch washer and slide the bolt into the tunnel cap mount.

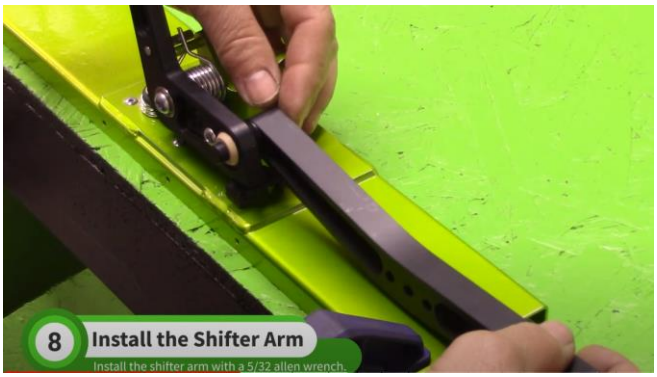
The dowel pin in the mount should go between the 2 legs of the spring.

Add another washer and the nylok nut.

Tighten with a 5/32 allen wrench and a 7/16 wrench.

Insert the anodized threaded boss into the spherical bearing.

Slide the shifter arm over the boss. Make sure the kink in the arm is pointing towards the tunnel cap.

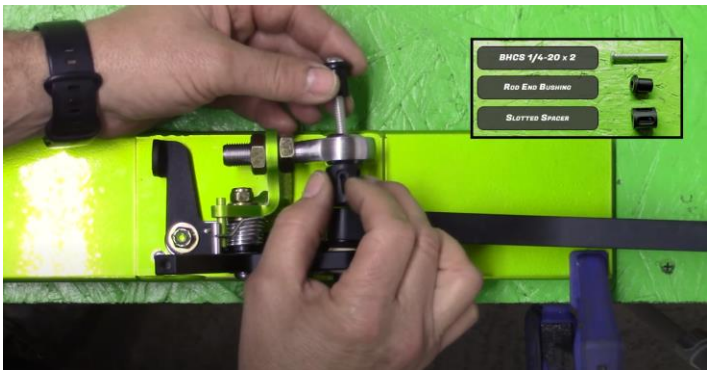


Thread one of the ½-20 jamb nuts onto the spherical rod end from the N001 baggie.

Insert it into the tunnel mount and add another jamb nut.

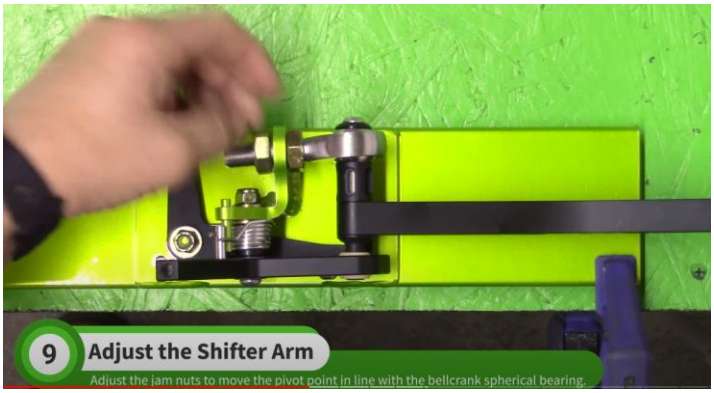
Slide the rod end bushing onto the 2 inch long button head screw from the N001 baggie.

Push these pieces into the spherical rod end and add the slotted spacer between the spherical rod end and the shifter arm.

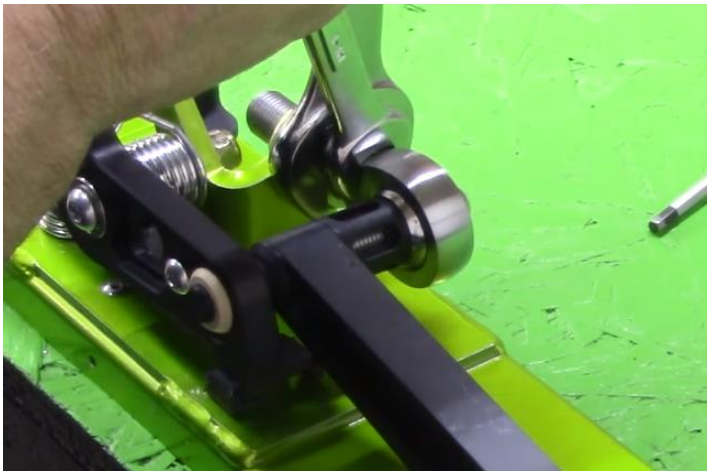


Use a 5/32 allen wrench to tighten the screw into the threaded boss.

Adjust the jamb nuts to move the pivot point in line with the bellcrank spherical bearing.



Use a 12mm wrench to hold the rod end in place, while tightening the jamb nuts with a ¾ inch wrench.



Apply thread locker to an M6 ball joint from the N001 baggie.

Add and washer and install in the top of the bellcrank.

Use an 8mm wrench to tighten the ball joint into the bellcrank.

Repeat this with the other ball joint.

Install the ball joint into the shifter arm. The top hole if for short throw and the bottom is longer throw.

Install a ½-20 jamb nut onto the shifter knob.

Thread the knob into the shifter arm until it bottoms out.

Then turn the knob back out until it points the right direction.

Run the jamb nut down against the shifter arm and tighten with a ¾ inch wrench while holding the knob in place.

Install the edge trim inside the shifter cable cutout. A ½ inch drive extension works well to push it on.

Mark and cut the trim where it meets at the front.

Slip the shifter cables up through the cutout and attach them to the cable mount. Try to have the same amount of threads showing on both sides of the jamb nuts.

Use a 15/16 wrench to tighten the jamb nuts.

Remove the jamb nut from the cable in line with the bell crank. Then remove the rubber seal. Reinstall the jamb nut.

Separate the ball socket from the ball stud. There may be a retainer clip.

Slide an M6 washer from the N001 baggie onto the cable, to the jamb nut.

Thread the ball socket onto the cable until it bottoms out.

Then run the jamb nut up to the ball socket.

Tighten the jamb nut against the ball socket using a 8mm and 10mm wrench.

Slide the dust sock over the ball socket, onto the cable.

Use a zip tie to attach the sock to the ball socket. Make sure the zip tie is above the washer so the sock won't be pulled off the ball socket.

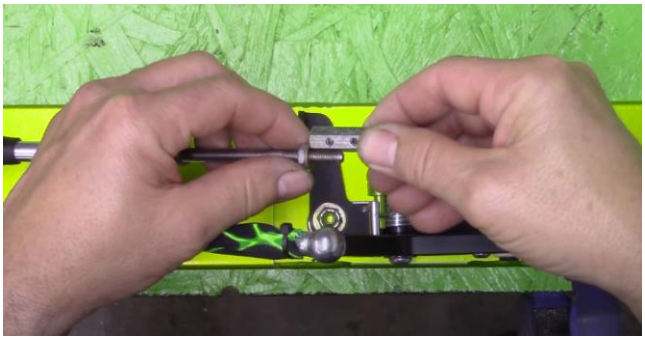
Zip tie the other end of the sock around the metal cable shield.

Pop the socket back onto the ball. Reinstall the retainer clip if it had one.

Remove the seal from the other cable.

Thread the jamb nut and washer onto the cable.

Adjust the jamb nut so the coupler nut from the N001 baggie will thread halfway onto the cable.



Then install the coupling nut.

Tighten it with 2 10mm wrenches, without moving the jamb nut.

Install the second sock and fasten as before.

Install the push rod and 2 jambs nuts from the N001 baggie. Turn just one round into the ball joint and then start it into the coupler nut. Tighten the jamb nuts 10mm and 10mm on the rear and 10mm 8mm on the front.