

PERRIN

PERFORMANCE

2015 WRX Shifter Stop

Thank you for purchasing this PERRIN product for your car! Installation of this product should only be performed by persons experienced with installation of aftermarket performance parts and proper operation of high performance vehicles. If vehicle needs to be raised off the ground for installation, the installer must use proper jacks, jack-stands and/or a professional vehicle hoist for safety of the installer and to protect property. If the vehicle is lifted improperly, serious injury or death may occur! Please read through all instructions before performing any portion of installation. If you have any questions, please contact our tech department prior to starting installation.

GENERAL MODIFICATION NOTE

Modifications to any vehicle can change the handling and performance. As with any vehicle extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive a vehicle safely may result in serious injury or death. Do not drive a vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state or country. Consult the owner's manual, service manual, instructions accompanying these products, and local laws before purchasing and installing these modifications. You are responsible for the legality and safety of the vehicle you modify using these components

Special Notes:

- There are two adjustments that are being made at one time, 1&2 Gate Stop and 5&6 Gate Stop. Be patient while adjusting and tightening down.
- A 7mm open ended wrench is needed to install this part. This is mentioned as this is not commonly found in most basic tool kits.
- Spending time making the stop as little as possible while still being able to select each gear can result in a very nice tight feeling shifter. Below are our recommendations for a quick trouble free install that leaves about 1/8" of play at the shift knob.

Parts Included with the PERRIN Shifter Stop:

- (1) PERRIN Shifter Stop
- (2) M6x20 Socket Cap Screws
- (2) M6 SS Washers
- (1) M5 Hex Key

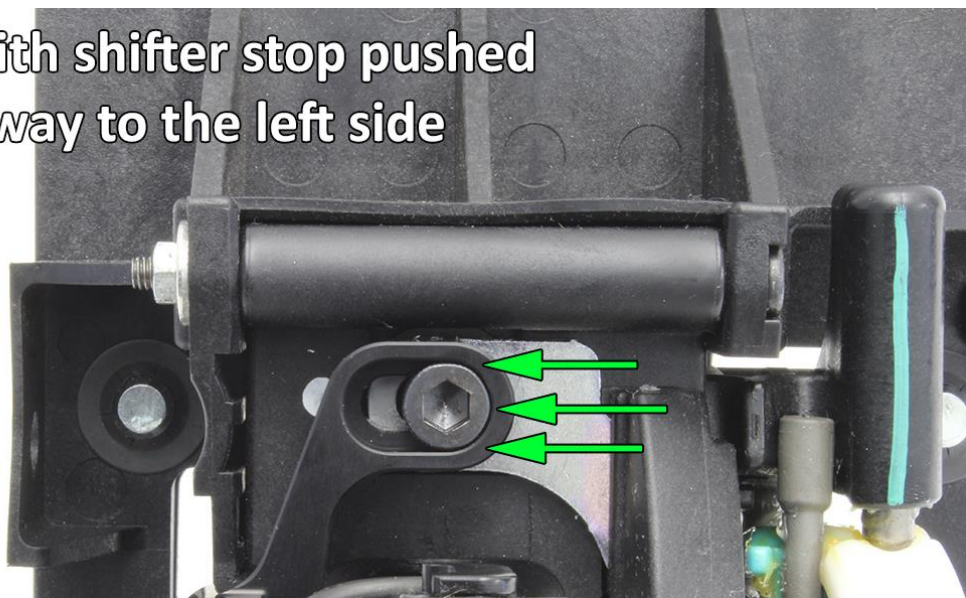
Installation Instructions:

- 1) Remove shift knob from car and place shifter into neutral.
- 2) Grab around inside edges of shifter boot and silver trim ring. Pull straight up to remove shift boot and ring in one step. This will expose shifter mechanism.

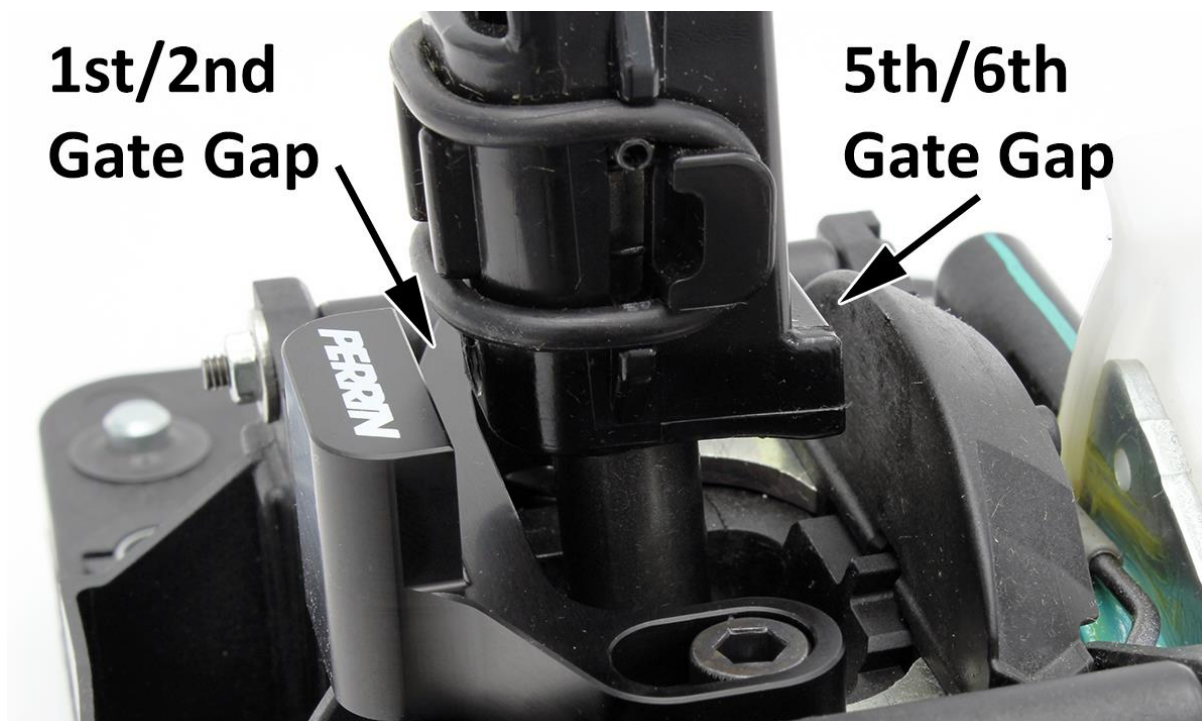


- 3) Place car into 5th gear and take note of gap between OEM plastic stop and shifter rod.
- 4) Locate and remove (2) 10mm bolts securing black plastic 5th & 6th gear shifter stop. **Note: Once bolts are removed, shifter stop will slide left to right. At this time it is not important as to its location.**

Start with shifter stop pushed all the way to the left side



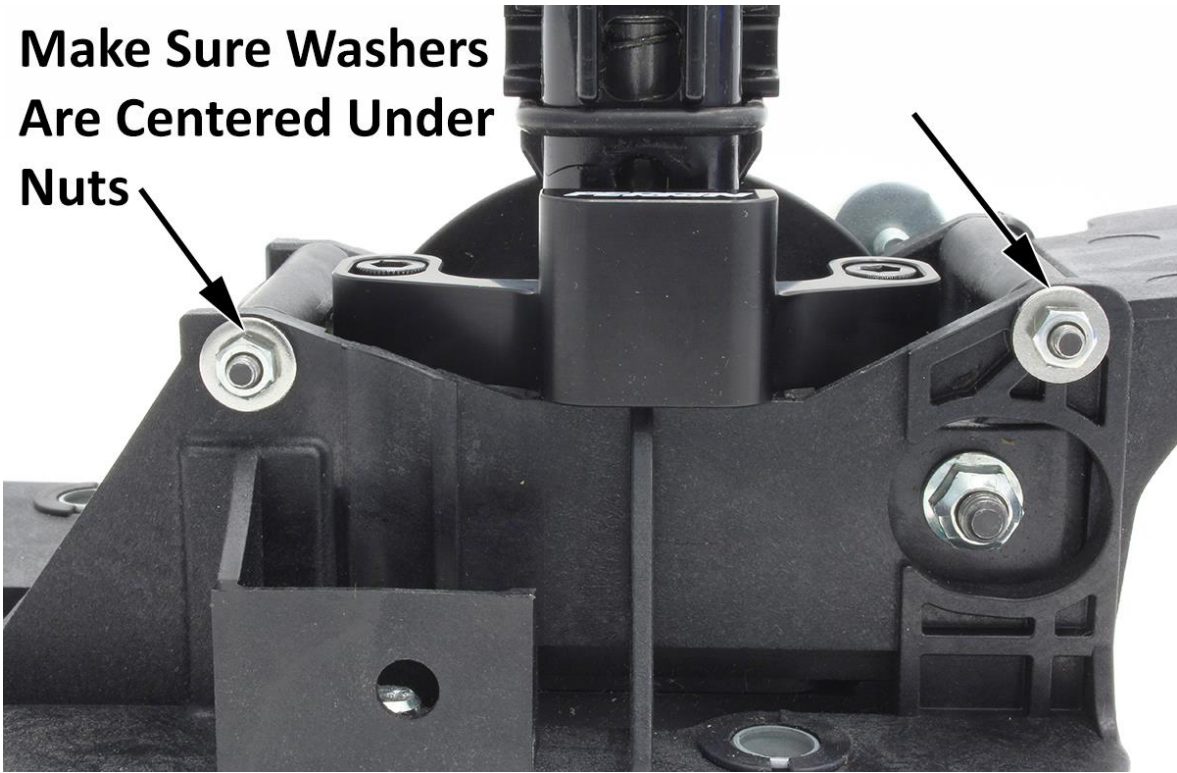
- 5) Install PERRIN Shifter Stop using supplied M6 bolts. Leave bolts finger tight at this time.
- 6) With 5th gear still selected, slide OEM plastic stop over to shifter until it barely touches. Wiggle the shifter back and forth roughly 1/8 of an inch at the knob. This creates a small gap between the shifter and the shifter stop.
- 7) Carefully pull the shifter out of 5th gear and place it into 1st gear.
- 8) Slide PERRIN Shifter Stop up to shifter until it just barely touches. Wiggle shifter back and forth roughly 1/8 of an inch at the knob. This creates a small gap between the shifter and the shifter stop. Tighten down M6 bolts to secure both shifter stops in place.



Above picture shows shifter in neutral. Actual gaps when 1st/2nd gear or 5th/6th gear are selected, will be much smaller.

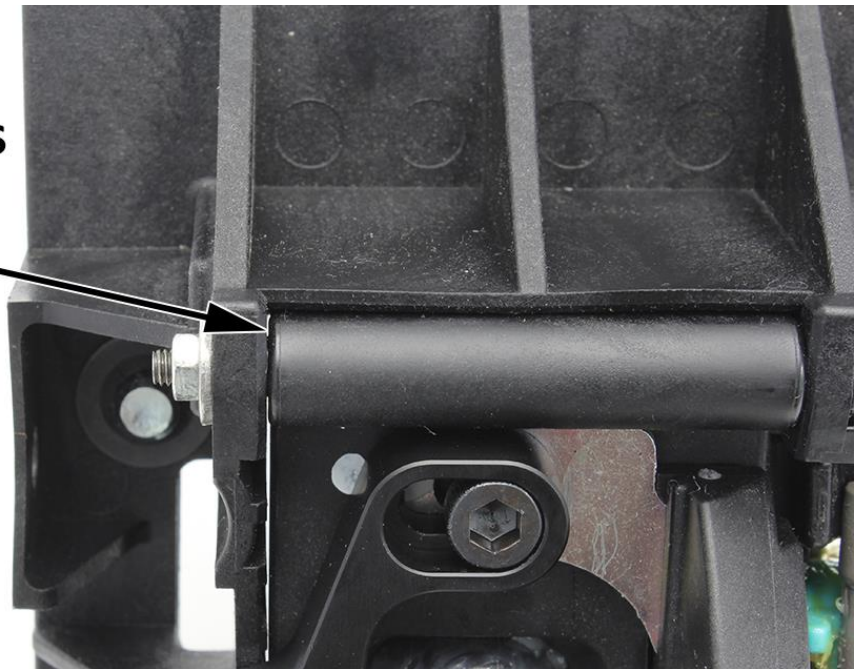
- 9) Make sure that all gears are easily selectable with clutch pedal depressed. Test that there is a small amount of wiggle when shifter is placed in 1st or 2nd gear, and also 5th or 6th gear. **Note: The small amount of wiggle room can be adjusted so there is even less, but great care must be taken to ensure that all gears are easily selectable.**
- 10) Once shifter stops are adjusted to a desirable place, double check (2) M6 bolts are tightened down.
- 11) Using a 7mm wrench, remove (2) small nuts on left side of shifter mechanism. **Note: Be careful not to drop nuts! Using a magnetic pickup might be a good idea just in case you start to lose it.**

**Make Sure Washers
Are Centered Under
Nuts**



- 12) Install supplied M6 SS washers over studs sticking out, then reinstall nuts removed in step above. Leave loose at this time.
- 13) Slowly tighten nuts with fingers until washers just start to touch plastic body. As best as possible, center each washer under each nut, and tighten nuts about $\frac{1}{2}$ a turn. Tighten nuts down slightly more than hand tight or until gap in outer and inner plastic housing is taken up. **Note: Tightening nuts, then loosening, then retightening may help centering washers. Also, be very careful when tightening nuts as these are very small and can strip or break.**

**Tighten Nuts
To Remove This
Gap**



- 14) Install shifter boot back onto center console and reinstall shift knob.
- 15) Recheck shifter mechanism allows all gears to be easily selected and take for a test drive.
- 16) Re-check hardware after a week of driving. **Note: It will be normal to find some wear on the plastic part of the shifter.**