

PERRIN

PERFORMANCE

BRZ/ FR-S Reverse Lock Out Lever

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.

SPECIAL NOTES:

- You will need a small 3/32" punch to remove shift lever pin from OEM shifter. These can be found at any auto part stores.
- The tolerances on our Reverse Lock Out are very tight. These are designed to work on factory Subaru Shift Rod assemblies. Some aftermarket shifters may not work if they are too large or may rattle if they are too small.

Parts Included with the PERRIN Reverse Lock-Out:

- (1) Reverse Lock-Out for BRZ/FR-S
- (1) Grease Packet

Installation of Reverse Lock Out Lever.

1. Remove OEM shift knob by unscrewing counter clockwise.
2. Shift gear lever into 1st, 3rd, or 5th. Push down around shift boot to free boot from OEM reverse lock out.
3. Locate small hole on reverse lock out. Insert 3/32" punch inside hole and carefully drive pin from OEM reverse lock out. With pin removed, slide reverse lock out off shifter. **NOTE: When hammering pin out, push forward on the shifter and hold some tension on it.**



4. Locate slot on top of shift lever and small cylinder inside of it. Hole in cylinder is where pin was pushed into, and its what allows shifter to select reverse as the lever is pulled up. This same hole will need to be lined up with PERRIN reverse lock out in future step.
5. Wipe any dirt or grease from shift rod. Apply a small amount of supplied grease to plastic area on shift rod where reverse lock out will slide.
6. Apply a small amount of grease to PERRIN reverse lock out, and over shift rod. Install PERRIN reverse lock out over shift rod and slide out up and down and rotate it around shifter. Do this 3-4 times to ensure grease gets pushed to all sliding surfaces.
7. Align hole in PERRIN reverse lock out with hole in cylinder (inside of slot as described in step 4).



8. Install pin (removed earlier) partially into PERRIN reverse lock out. Double check that pin will pass through hole in center of slot if pushed in further.
9. Using 3/32" punch, drive pin into PERRIN reverse lock out and hole in cylinder, far enough that pin is centered in reverse lock out. **Install punch into other side of reverse lock out, and lightly tap pin forward roughly 1/32" of an inch. This step is done to free up any binding that can occur from pin pushing the center pin into the middle of the shifter.**
10. Test PERRIN Reverse Lock Out for smooth movement up and down. If binding is felt try tapping the pin front or back just slightly to free, or remove and regrease all surfaces that touch each other.
11. Ensure you can select reverse. If this doesn't work, remove pin and double-check that pin was pushed through small hole in cylinder within slot.
12. Pull shift boot up until it snaps over lower portion of PERRIN Revers Lock Out Lever.



13. Install shift knob and take car for test drive.