



Suggested Installation Instructions for Product Number:
627-655, 627-656
Shift Knob

Materials Needed:

- T20 TORX driver (2005–2007 and 2009)
- Phillips Screwdriver (2008)
- 3mm hex key
- Loctite (optional)

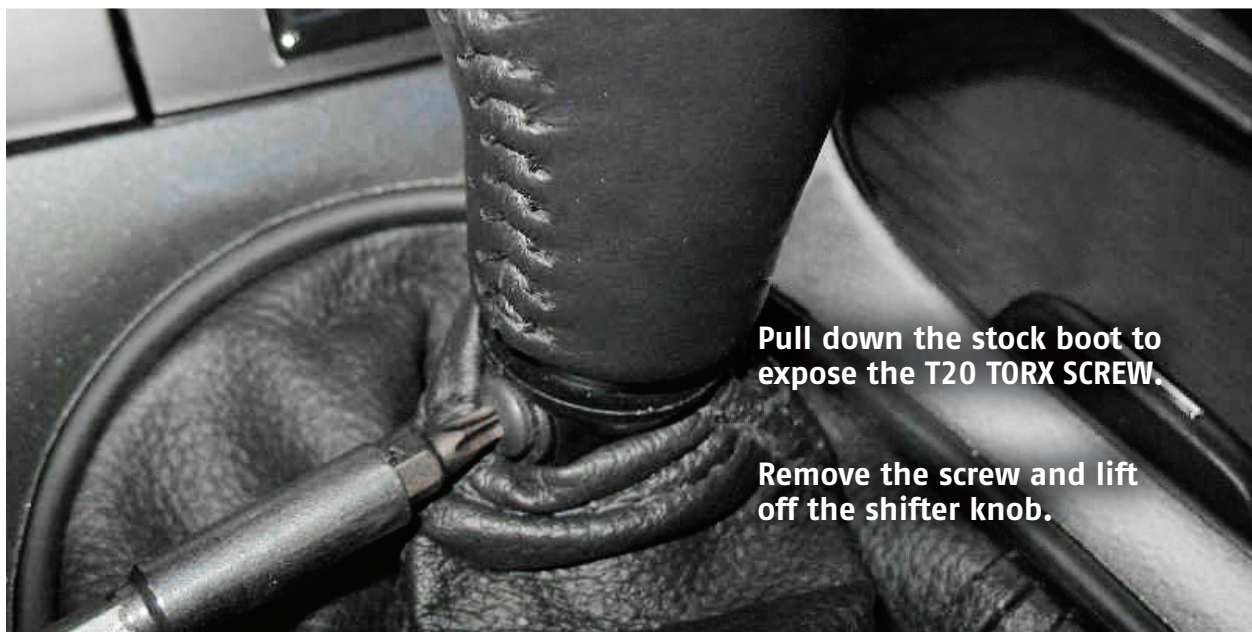
IF YOUR STOCK SHIFT BOOT HAS A CHROME RING AT THE TOP, SEE PAGES 2 & 3 FOR INSTRUCTIONS

Removal:

1. Pull down on stock boot to expose the T20 TORX Screw.
2. Remove the screw and lift off the shifter knob.

Installation:

3. Give the shift knob a few hard twists while applying downward pressure to seat the knob.
NOTE: This knob has a precision fit. It is critical to be sure the knob hole is in alignment with the screw hole in the shifter or you may strip the threads.
4. The OEM screw has a starter stud in the front to help align the screw. If you meet resistance while installing the screw, check alignment and try again.
5. Reinstall the OEM screw using Loctite if you have it. Tighten firmly using a 1/4 ratchet or as tight as you can with a universal driver handle.
6. Slip the boot over the retainer ring, working one side up and then the other. You may have to twist the boot over the ring or use a lubricant to get the boot in place.



Pull down the stock boot to expose the T20 TORX SCREW.

Remove the screw and lift off the shifter knob.

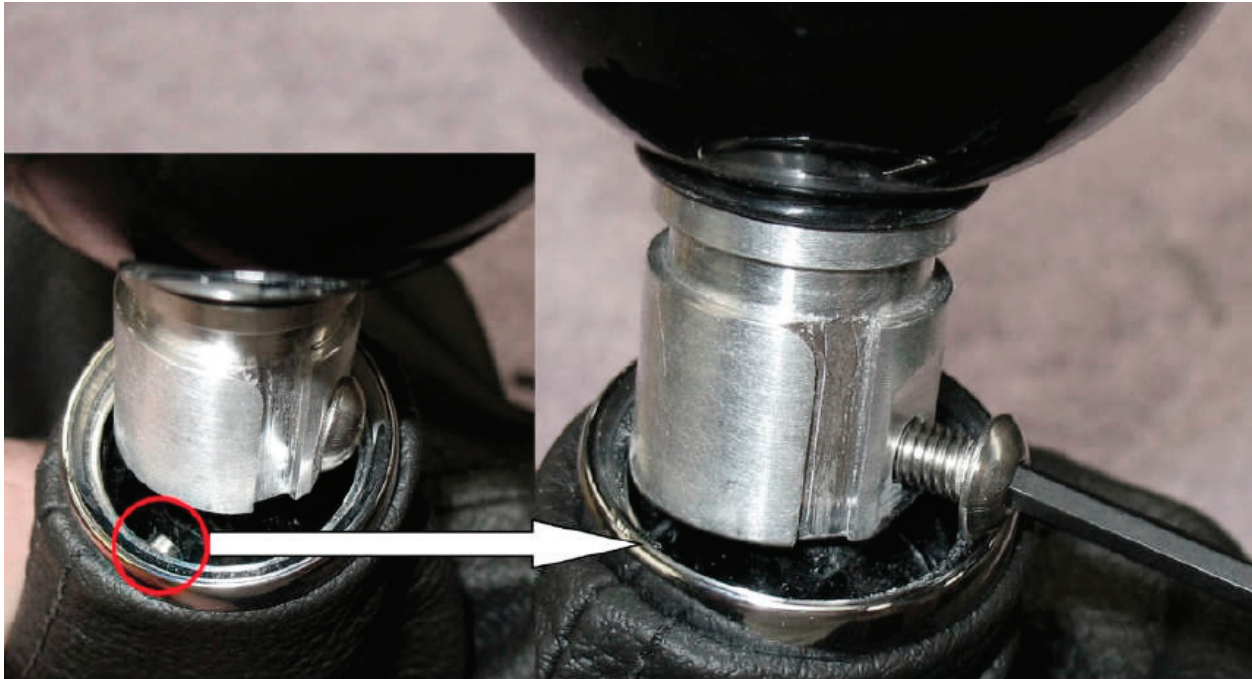
Shift Knob With Chrome Ring (Generally 2008)

1. Remove the OEM knob by grasping the chrome ring and rotating it COUNTER CLOCKWISE until the ring drops down to expose the driver side screw.
2. Remove with either a Phillips or TORX head screw driver, depending on the screw.

NOTE: People have had problems removing the Phillips screw. For best results, use the best #2 Phillips screwdriver you have (do not use a power driver). Remove the screw when the car is hot (after a good drive). Have someone hold the OEM knob and apply force from the passenger side as you apply pressure on the driver side and remove the screw.



3. Pre-fit the ring to account for variations in ring size.
4. Prior to bolting the knob in place, install it on the shaft and install the chrome ring. Use the same method you used to remove it from the OEM knob in reverse. It should be a little snug, but not so tight that you can't twist it back into position. You may need to install the larger o-ring, remove the small one or install both. If installing both, make sure the larger o-ring is installed first and up against the knob.



5. Once you are happy with the ring fit, install the new bolt into the knob, making sure you are aligned with the hole. Loctite is optional. Do not force the bolt in or you may strip the shifter.
6. Using a 3mm hex key, make the bolt very tight. The fit between the bolt and the ring is very close and you **MUST** have the chrome ring positioned so the little tabs inside are facing front and back at the 12 and 6 positions. This will give you the most clearance to install the bolt. Reinstall the chrome ring and you are ready to cruise!