

RIPSHIFT

AUSTRALIA'S FASTEST SHIFTER

WWW.RIPSHIFT.COM.AU

Fellow car enthusiasts,

Thank you for purchasing GM Motorsports Ripshift for your Ford 6 speed transmission.

The GM Motorsport Ripshift design and quality is of the highest standard and is sure to set new boundaries in the Motorsport Industry. (Australian Design Reg 154581)

GM Motorsport started life in the racing circle of Commodore Cup and progressed to the Premier Australian Motorsport Category of V8 Supercars.

Our experience & design we gained in Motorsport Racing has carried over into our street design products. The Ripshift now available for your Ford provides what our customers have been quoting "a transformation in the way their 6 speed feels". The solid mounting kit supplied eliminates the flexi rubber mushy feeling the Ford 6 speed comes with. You can use the mounting kit supplied or use the factory rubber mount system.

The stock Ford rubber & spring design delivers the precision of a sledge hammer. RIPSHIFTS direct drive system allows for ultra-fast 2nd to 3rd shifts and allow you to rip/bash through gears with accuracy and positive feel. Positive stops will help you when flat changing from over extending shifts that cause synchro breakage.

Under Normal Street operating RPM (below 2800RPM) your Ripshift will be whisper quiet. (Minimum vibration) may be felt at very high extended rpm with the solid mount. GM Motorsport feels we have provided a shifter that is positive sharp and will enhance your high performance vehicle.

GM Motorsport is committed to supplying high performance parts to our customers and we personally test our products on our own vehicles to ensure they are up to our high standard.

Regards,

*Phonsy Mullan
GM Motorsport*

Fitment of Shifter

Refer Ford service manual for removal. (Brief instructions are attached.)

Following same procedure to install new Ripshift.

Or you can view and print detailed step by step instructions on our website.

Note some models vary slightly in fitment detail.

Notes

You MUST use Loctite on the gearstick bolts or they will come LOOSE

You should enlarge the hole in the rubber boot.

Setting Stop Bolts

Select first gear. Hold the handle and keep tension on the lever.

Adjust lock out bolt until it touches shifter handle and then back off 1/2 turn Set lock nut. Repeat process for 2nd gear. (.020 to .050 thou clearance with feeler gauge between stop bolt & shifter lever.) If clearance is too tight you may experience a noise increase. Better to have too much clearance than not enough.

Before fitting rubber sound boot select 1st gear with clutch pedal in, apply handbrake then start car & slowly release clutch pedal nearly all the way, push the pedal back in just before the car stalls. If the car does not jump out of gear you are ready to go.

If the car does jump out of gear back the positive stop bolts another 1/6 to 1/2 turn, then recheck.

Repeat process for 2nd gear

WARNING: This product is protected by Australian Design Registration. No 154581

Handy Hints For Fast shifting

Replace clutch fluid with high temp race fluid. (Normal fluid will boil under heavy driving) available from GM Motorsport.

For fast 2nd to 3rd shifts. When in 2nd gear going to up change into 3rd we simply push the gearstick straight up, we do not pull it over towards 5th gear at all. The spring action should guide you to the 3rd gate.

Note. This is not recommended to everyone & should be practiced at low rpm before trying at high rpm.

Fitting Instructions

1. Unclip/screw plastic surround gear lever.
2. Lift surround up so you can gain access to the gear lever bolts.
3. Remove gear lever bolts and remove it with the plastic surround.
4. Raise car safely
5. Undo transmission cross member bolts and allow Trans to come down about 3 inches. (You may have to undo the exhaust in the middle for the Trans to drop down the required amount.)
6. Remove four 13 mm nuts from the sound boot under the Trans tunnel.
7. Remove the 4 bolts holding the shifter to the Trans.
8. Lower car
9. Back inside car. Remove sound boot, you will have to bend the metal tags to remove the boot.
10. Now remove standard shifter, it may be stuck on with sealer so it may require to be levered off.
11. Clean any old sealer of Trans and apply an automotive grade silicone to the Trans flange. Fit new Ripshift into position.
(Make sure shifter ball locates into Trans cup.)
12. Fit new bolts supplied into the front shifter holes and use the standard bolts in the rear.
13. Raise car and re fit cross member bolts.
14. Now set the stop bolts: Refer to Page 2 for instructions.
15. Cut the rubber boot as the diagram attached so the new shifter shaft has clearance. Refit rubber sound boot and the nuts that hold it in place. (nuts go under the car)
16. **YOU MUST USE LOCTITE ON THE FOLLOWING BOLTS OR THEY WILL COME LOOSE**

17. Fit gearstick. If you are going to use the standard rubber mount system, simply tap the 8mm stud with a small hammer to remove it and use the new bolt & nut supplied to re fit gear stick.
18. To fit the supplied solid mount system, you must remove the 8mm stud and the metal u clamp that holds the rubber in place.
19. Remove all rubber and the metal sleeve and replace it with the alloy stepped washers. Use Loctite on the gearstick bolts and nuts.
20. Refit console in the reverse order as removed.

21. Enjoy Your Ripshift

Checkout our GT Performance Website www.gtperformance.com.au

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