



UPR Blue Thunder Shifter Installation Instructions

T-5, T-45, TREMEC 3650, and T-56 Transmissions.

NOTE: 1986 and earlier cars require removal of the center console to install the shifter.

1. Unscrew the shift knob and remove the shift boot and console cover assembly. (Grab the underside of the plate from the shifter boot and lift up).
2. Remove the factory shift handle with a 10mm wrench.
3. With a 8mm socket, remove the four bolts holding the inner shift boot plate, and remove the boot.
4. With a 13mm socket, remove the four bolts holding the factory shifter to the transmission, and remove the shifter. You may have to pry the shifter loose, because the adhesive sealant bonds the shifter to the transmission.
5. **T-5, T-45, and T-56 Transmissions:** Make sure the plastic bushing is still in the transmission where the shift lever moves the gear selector. If it is not there, look for it on the end of the shifter. **TREMEC 3650 Transmission:** Transfer the plastic bushing from the end of the factory shifter to the new shifter. Pry it off with a screwdriver and snap it onto the Blue Thunder shifter.
6. Scrape any remaining gasket material off the transmission, and clean off any dirt or oil.
7. Make sure the plastic bushing is still in the transmission or on the end of the shifter (see step 5).
8. Apply a thin bead of silicone gasket maker to the transmission mounting surface.
9. Install the new shifter using the new bolts provided. **DO NOT** re-use the factor bolts; they are too short for your new shifter.

Note that the T-56 and Tremec shifter must use the stock shifter bolts as line 9 does not apply to either of these models.



10. SETTING THE SHIFTER STOPS:

- a) Back off the stop bolts so that the shifter moves freely into all gears.
- b) Place the shifter in third gear and thread the stop bolt towards the shift lever by hand until it contacts the shift lever.
- c) Once the stop bolt contacts the shift lever, back off the bolt until there is a small air gap between the shift lever and stop. (About .030")
- d) Hold the bolt with a ½ " wrench while tightening the jam nut against the shifter tower with another wrench.
- e) Double-check the space between the shift lever and the stop bolt. **When you push hard on the shifter it should barely contact the stop bolt, but when you let pressure off the lever, it should NOT touch the bolt**, but have a small air gap between them.
- f) Place the shifter in second gear and adjust the other stop bolt.
- g) Shift the shifter through all the gears and double check the stop clearance in each gear. **The shifter must be able to shift freely into all gears and rest in gear without interference from the stop bolts.**

IMPORTANT: Whenever the shifter is removed from the transmission the stop bolts must be reset when the shifter is reinstalled.

11. Place the inner shift boot over the shift lever. (This is the rubber boot which bolts to the transmission tunnel, not the rubber boot, which was attached to the factory shifter). Reinstall the inner boot with the four factory 8mm bolts.
12. Install the new trick stick handle at the desired position with the two bolts and lock washers supplied. Tighten the bolts securely. **Install the trick stick in the higher position for the greatest driver comfort. Install the trick stick in the lower position for the shortest throw.**
13. Install the console cover plate, shift boot and knob. **IMPORTANT:** Always use anti-seize on the threads when installing an aluminum shift knob onto the trick stick.

NOTE: Because the Blue Thunder shifter eliminates the factory rubber noise isolators (as do all high performance shifters) you will hear more gear noise or "gear whine" from the transmission. This noise is normal, and comes from the transmission not the shifter. The vibrations that cause the noise are always present, but are hidden by the rubber isolators in the original shifter and shift handle. The isolators, which absorb the noise, are also partly responsible for the sloppy, rubbery feeling of the stock shifter, so it is necessary to eliminate them for a performance shifter. Removing the rubber boot from the original shifter and stretching it over the top of the new shifter, after you have set the stops can eliminate some of this noise.