



Installation Manual 2003 and up Dodge SRT-4



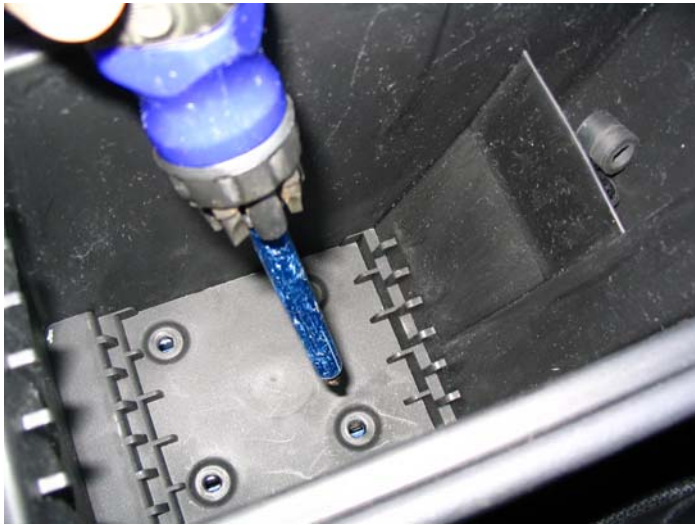
1. Remove knob by firmly pulling straight up. Knob will pop off with the correct amount of force applied.



2. Unclip and remove the shift boot.



3. Remove two screws from inside the cup holders.



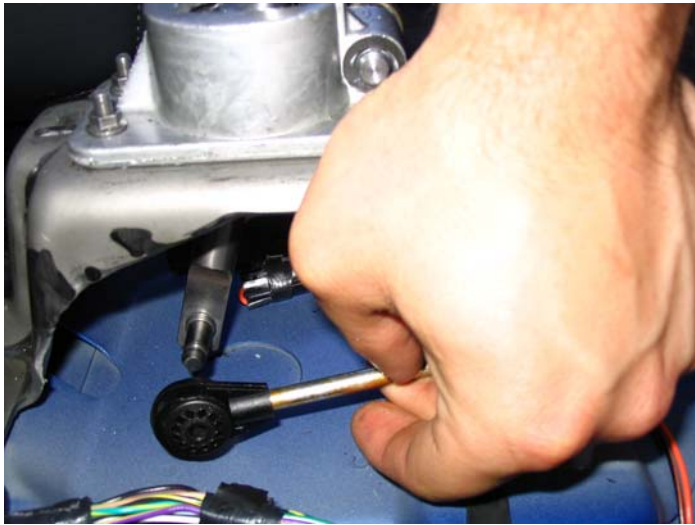
4. Remove screws from inside the center console storage compartment.



5. Lift from rear and remove center console from the vehicle. Note: The emergency brake should be pulled all the way up to make this step easier.



6. Remove the nuts that secure the upper part of the shifter assembly.



7. Pull off shift cable from the base of the shifter. A screw driver can be used for extra leverage.



8. Pull off the shifter cable that is mounted to the side of the shifter.



9. Remove shifter and upper assembly by lifting up. Unbolt the base of the assembly from the floor. Remove the rubber bushings at all 4 corners of the base. Replace the rubber bushings with the aluminum ones provided with the kit, install them with their small diameter facing up. Set the assembly base on to the 4 aluminum bushings so the small diameter fills the holes in the assembly. Secure to the floor by placing 1 large diameter washer, followed by 1 smaller diameter washer on top of the assembly base, above the bushing. Use the stock bolts, place them through the small and large diameter washer and bushing and tighten to secure.



10. Remove shifter from the upper assembly. Note the positioning of the spring for re-installation. Generously grease the TWM shifter and install into the upper part of the shift assembly in the reverse order you removed the stock part.



11. Replace the upper part of the assembly onto the base and secure with the stock nuts. Re-install both shift cables to their original locations, and replace the console and all screws securing it. Thread the shift knob included in the kit on to the TWM shifter and thread on to desired height. Secure in place with the three set screws provided. Ensure correct engagement in to all gears and you're ready to drive!

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- Damage incurred to related vehicle components
- Regular day to day wear on vehicle
- Shipping costs for replacements
- Installation costs and vehicle down time
- Products that have been modified, incorrectly installed or misused.
- Mounting hardware and bearings