

SHiFTWORKS®

“Classic Appearance meets Modern Performance”

Thank you for your purchase!

With any questions regarding your purchase, products, or installation do not hesitate to reach out to us:

Phone: (585) 924-2700

Email: Support@shiftworks.com

Rod Linkage Shifter

SW280-RCT

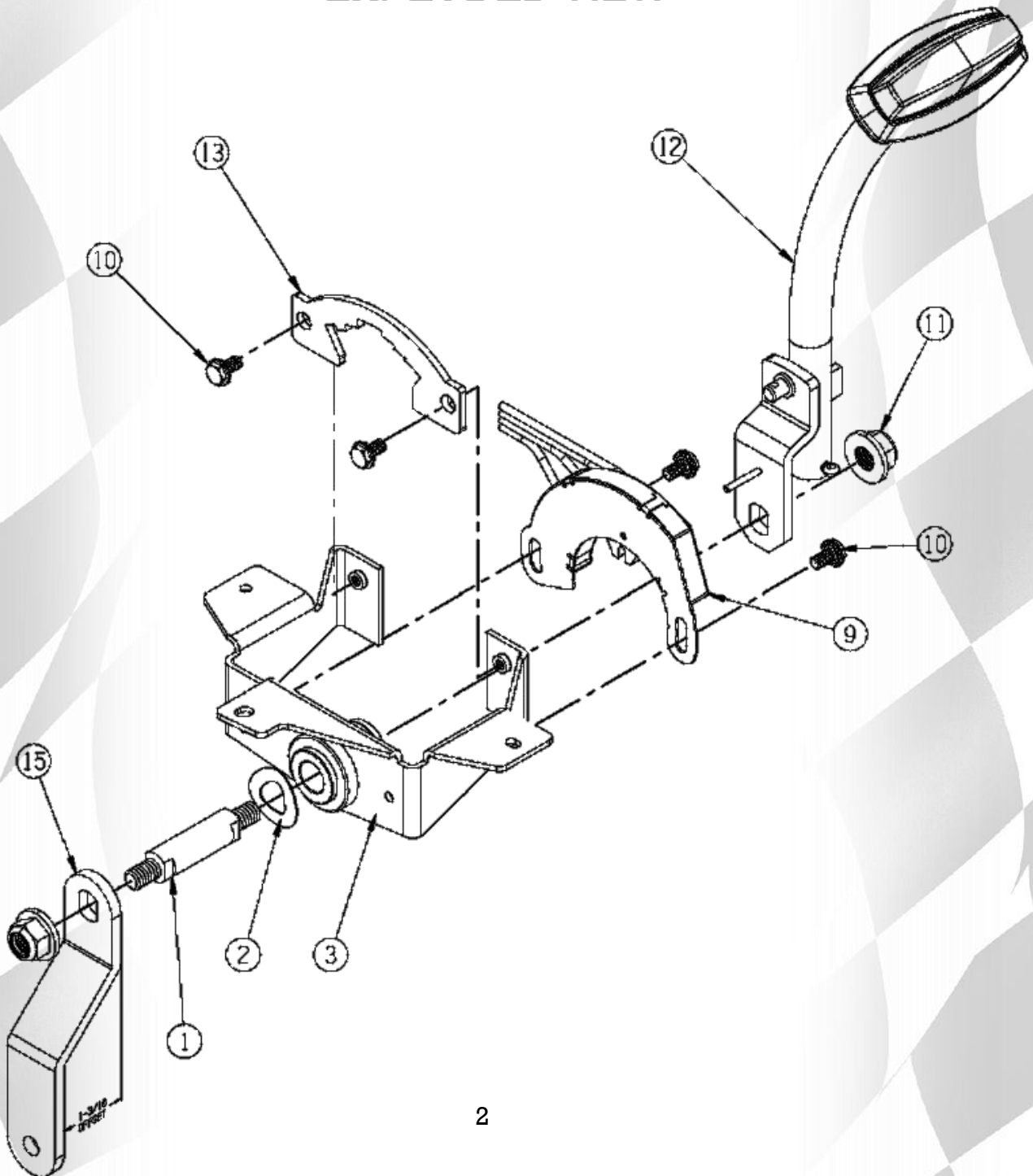
SW280-RCT-02

SW280-RCT-06



SHIFTWORKS® uses 5/16-inch linkage components with **left- and right-hand threaded ends**. The value of using this combination is that the final adjustment can be made by simply turning the rod clockwise or counter clockwise with the linkage installed to achieve the best fit. Rod can be adjusted by shortening the rod included. Use the jam nuts to lock the linkage adjustment.

EXPLODED VIEW



This set of instructions will cover Shifter Packages and vehicles

** Always verify you have purchased the correct kit for your application BEFORE beginning your installation!!!*

Cars:

- 1967 Camaro
- 1967 Firebird
- 1968-71 Nova
- Most Custom Applications

Shifter Packages:

- SW280-RCT
- SW280-RCT-02
- SW280-RCT-06

Parts Overview



PS-1 Slider



14.5" Rod



Shift Control Lever



Shift Arm



Dust Cover

Detents



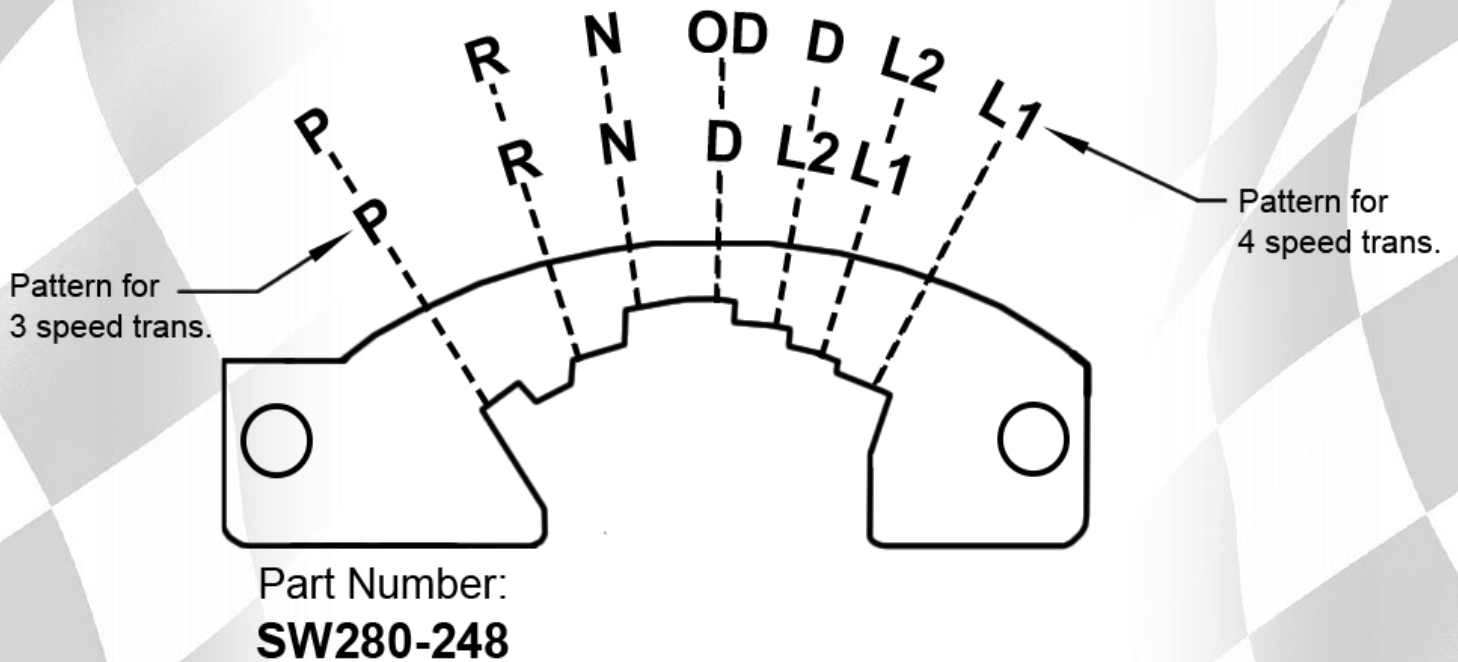
SW280-248 3 and 4-spd detent



SW280-247 6 and 8-spd detent

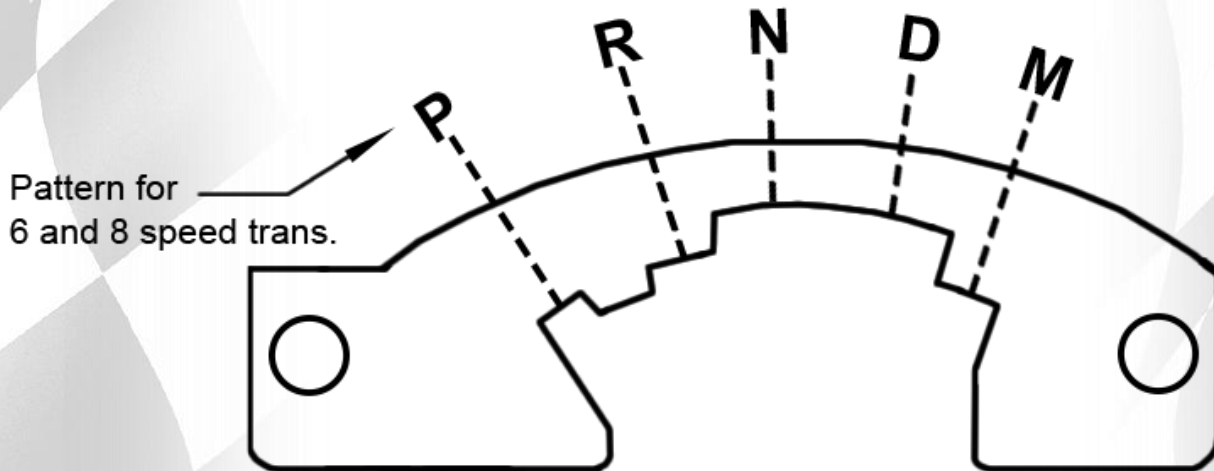
3 or 4-Spd Detents & Gear Positions

TH only, **NOT** for PowerGlide applications



POWERGLIDE: Use the original PowerGlide transmission range select lever for *console shift* cars. Column Shift cars used several different lever styles and you may need to replace the Range Select Shaft (SKU: 649-120). If your PowerGlide was originally a console shift, cable shift transmission or if you are missing linkage parts, contact SHIFWORKS.

6 or 8-Spd Detents & Gear Positions



Part Number:
SW280-247

Please Note:

For 6 and 8-Spd Automatics, know that you cannot manually select all 6 gears of your transmission with the shifter. The 6L80E/6L90E's shift pattern is P_R_N_D_M. The "M" position tells the transmission to look for an electronic input (ex. steering wheel paddle shifters / buttons) on how and when to shift up or down. Putting the shifter in "D" or "Drive" will allow the transmission to operate through all gears on its own based on what the computer tells it to do.

Hardware Overview:

This is an overview of the hardware items you can expect to find in your Shiftworks rod shifter kit.



VCG-5S



VCW-5



M10x1.5 Hex
Nut



SW292-100
Stud



631 Washer



5/16-24 Nylon
Locking Nut



5/16-24 RH
Thread Jam Nut



5/16-24 LH
Thread Jam Nut

Required Tools for Installation

This is a list of typical tools required to complete this job. Additional tools may be required depending on your application.

- Metric socket set
- SAE socket set
- Standard wrench set
- Pliers
- Drill
- Phillips & Flat-head screwdrivers

Preliminary steps

Before installing and adjusting your shifter assembly, follow these steps to ensure you have the best adjustment for your shifter and installation process.

1.) Chock wheels and disconnect the vehicles battery

Safety is always the most important step. When installing this kit, it is important to properly chock wheels to ensure the vehicle will not roll or move while clicking through the transmission gears. Additionally, disconnect the vehicles battery before continuing.



Figure 1

2.) Remove the center console to gain access to your shifter assembly.

Remove the center console and surrounding trim to gain access to your shifter assembly. Refer to the factory service manual for details on how to properly remove the console.

3.) Remove original shifter and shift linkage.

Completely remove the original shifter linkage components to prepare a clean, unobstructed area for installation of the new Shiftworks system.

Shiftworks Shifter Installation

Dust Cover Install:

To install the dust cover onto your shifter you will need to remove the shift arm. The shift arm will have a sticker that says “Remove this Arm to Install Dust Cover.”

The shift arm is attached by a nylon lock nut, remove that with a 1/2 socket. Keep in mind that there is a spring washer in between the shift arm and the shifter body. Make sure to reinstall that or else you could get play in your shifter.



Figure 2



Figure 3

With the shift arm removed you can slide the dust cover over the shifter body. The dust cover gets secured using the same mounting hardware as the shifter. After installing the dust cover, reinstall the shift arm.



Figure 4



Figure 5

To mount the shifter first mount the tunnel opening using the factory dimensions. For 1967, the shifter mounted to the floor through a clean-cut rectangular shaped hole which had a reinforcing ring welded to the underside of the tunnel around the shifter opening. The hole in the tunnel for the '67 auto floor shifter was the same as the '67 manual shifter.



Figure 6

Length of opening = 4.75" (4 3/4")

Width of opening = 3.375" (3 3/8")

Distance from Passenger side of Tunnel = 2.875" (2 7/8")

***These are approximate dimensions. ALWAYS test fit before you cut or drill.**

You can buy templates online from companies like Classic Industries, Camaro Central, or Heartbeat City which help with mockup.

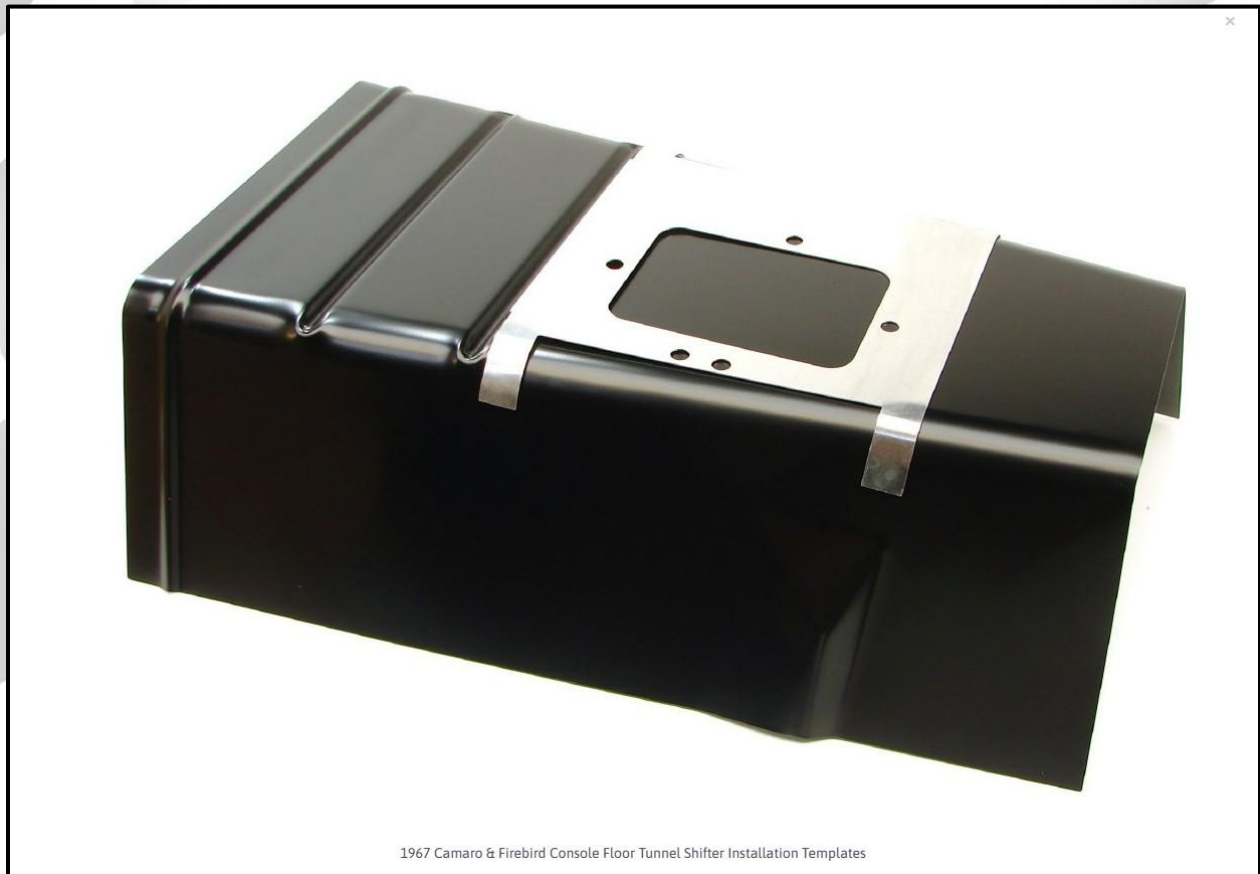


Figure 7

You can also find the reinforcement ring which is welded onto the underside of the tunnel from the factory. These can also be found online if needed.



Figure 8

Position and secure the shifter assembly in the vehicle. Confirm full, unobstructed range of motion, ensuring the mechanism does not bind or contact adjacent parts.

Install the SW292-100 stud in the shift control lever then secure it with the 5/16-24 jam nut as shown on the right in red [Fig 9].



Figure 9

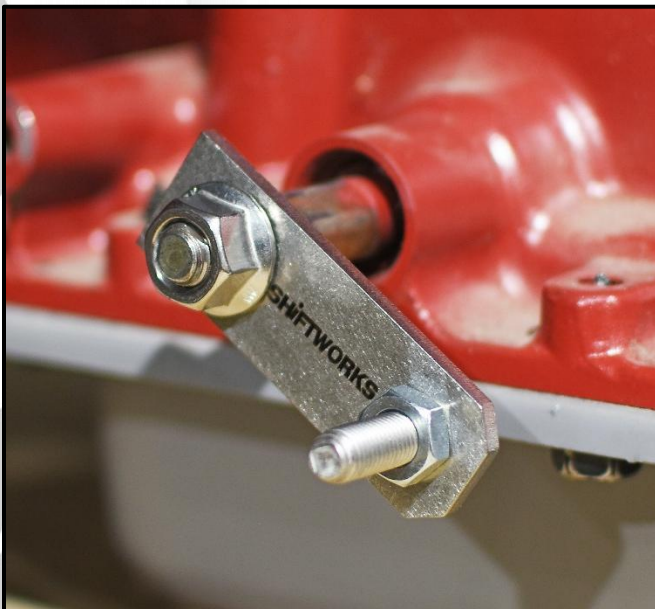


Figure 10

Install the shift control lever onto the transmission with the stud facing outwards. Tighten the M12 nut to secure the lever to the range select shaft on the transmission as shown in the photo on the left [Fig 10].

One additional offset shift arm may be supplied and may be used as required for clearance issues.

The rod attaches to the stud and is held on with a 5/16-24 nylon jam nut.



Figure 11

The rod attaches to the shift arm on the shifter end by the hole at the bottom of the shift arm. The rod can be mounted on either side of the arm as required to achieve proper clearance within your installation.



Figure 12

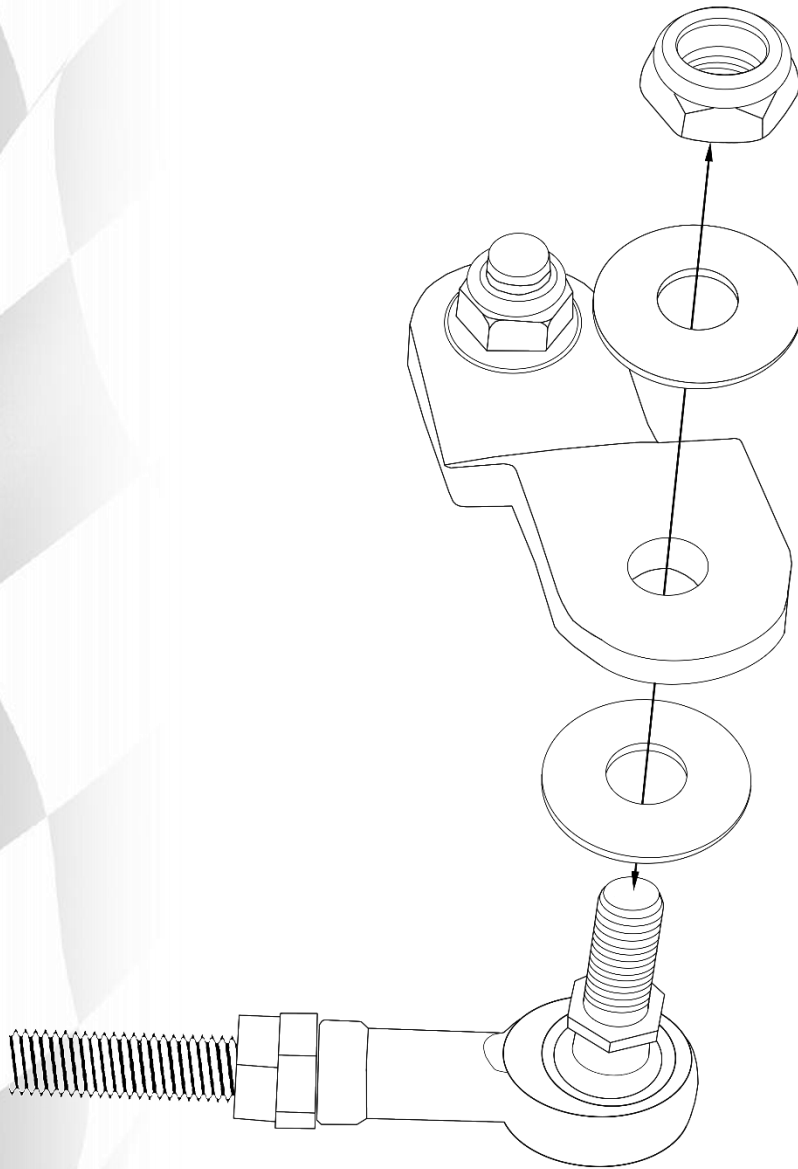


Figure 13

The rod end attaches to the shift arm by sandwiching it between 2 washers. The washers are there to keep everything centered and moving smoothly, so it is important to put them on in the right order. Check the diagram or photo in this section to make sure everything looks like the example. Once assembled, move the shifter back and forth to confirm that the rod end pivots freely and nothing binds before snugging down the hardware.

Rod Linkage Adjustment

As mentioned earlier in these instructions, SHIFWORKS® uses 5/16-inch linkage components with left- and right-hand threaded ends. The value of using this combination is that the final adjustment can be made by simply turning the rod clockwise or counter clockwise with the linkage installed to achieve the best fit.



Figure 14

Adjust detent stops by spinning the rod linkage to shorten or lengthen throw.



S519, S521 or S522 Neutral Safety/Backup Switch

The “IGN” terminals are for the ignition/neutral safety.

The “REV” terminals are for the reverse lights.



Note: The switch is a simple circuit interrupt. There is no special in or out for each pair.

These terminals are a standard spade/blade type. You can use any standard female spade connector to make a secure connection.

If you are having difficulty setting up your shift linkage or have any other questions regarding products, please reach out to us. We are here to help.

Phone: **585-924-2700**

Email: **support@shiftworks.com**

Social media:

Instagram: **@shiftworksshifters**

Facebook: **Shiftworks, inc.**

Thank you for choosing Shiftworks!



www.shiftworks.com

© 1991-2024 SHIFTWORKS®