



Column-To-Floor Shifter Installation Instructions

NOTE: This guide will assume that a console has already been installed in the car, whether factory or not. **The measurements and placement necessary for a floor shifter absolutely requires a console.**

NECESSARY ITEMS:

- Shifter assembly with cable
- Console cover plate
- 4 bolts with bolt clips

Before a hole is cut in the floor, you must cut a hole in the carpeting. It is suggested that you use the console as a guide to do this. Once you have access to the floorpan, you will notice that it is covered with thin insulation similar to Dynamat that's stuck on. You can safely make all your markings on this insulation. Also, you may wish to remove both front seats to make the job a little easier.

Cut out the template on the next sheet. You'll notice the circle as the approximate center of the template. You must now make several measurements from easily-accessed reference points, such as the sill plates in the door jambs. There is a hump in the floorpan in the driveshaft tunnel that is between the seats that is handy for front-to-back measurements. Using the measurements from the next page, place the template in its approximate location and tape it to the floorpan. Once you have a general idea about the location of the template, mark the perimeter with a black magic marker and remove the paper template. You can then cut the hole in the floor using a Saws-All or equivalent. The curves are important and should be followed closely. **DO NOT** deviate from the template in any way.

After the hole is cut, test fit the shifter in the hole. You may need to trim some edges to get it to fit. Once you are satisfied with the fit, you will need to make the markings for the bolt holes in the shifter base. Reinstall the console and put the new shifter cover (the top part of the console) in place. Adjust the shifter so that the bezel fits into the cover nicely. Carefully remove the cover and with a magic marker, mark the holes in the shifter plate (the whole elongated oval, not just the center). You will need to cut out these holes; several drilled holes does this job nicely. Once the holes are made, slide the clips over the holes, and bolt down the shifter in all four corners. You may notice that the shifter sits down into the cover plate a bit. You can simply shim out the bezel with washers until you get a flush fit. After this is done, reinstall the console fully, then hook up the shifter cable to the transmission.

Some important notes:

Cougars and Thunderbirds with factory shifters had different floorpans than those without. The shifter bezel in those cars protruded approximately 1" from the cover plate on the console. This was because an additional plate was welded to the floor for extra strength. If you wish to copy this look, then you can shim out the bezel to get this effect. If you wish to strengthen the floorpan, then you'll need to weld a plate above the floorpan approximately 1". You will make the holes to bolt down the shifter in this new plate. Adding an additional plate to strengthen the floorpan is not absolutely necessary but it will help.

