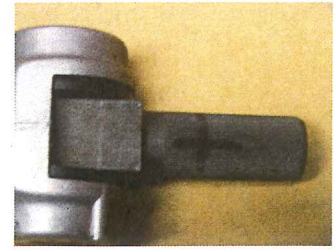
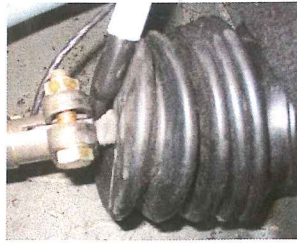


Lift carpeting on the far back of the tunnel and remove the cover plate retained by 4 phillips screws. Use a marker to scribe a line across the coupler splined shaft where the shaft and the clamp meet. This will help determine installation depth. Scribe another line perpendicular to the first line on the splined shaft and on the clamp. This will help determine how the clamp and splines were aligned. Remove the coupler by removing the 4mm allen screw and loosening the 13mm nut.



You will need to either press or drive the pin out of the coupler. Using a deep socket, a suitable drift and a hammer, place the coupler on the socket end and drive the pin out using the drift. Once pin is removed, remove the old bushings. Be careful driving out the pin, as the housing may crack if too much force is used.



Out of the package, the Brass Bushings should fit snugly in the housing. Verify that the housing is free of burrs or high spots by test fitting the bushings from the outside-in first, one at a time. The bushing fit should be hard to press in by hand and should fit quite snugly within the housing. If the fit is too tight, where the Brass Bushings will not slide at all into the housing, lightly sand the housing until you can slide them in and the fit is snug. Do this with both bushings on both sides of the housing. The goal is to have both bushings fit snugly within the housing.



Once you verify the bushing fit, remove them and place them in their correct orientation, inside-out. Use a light lubricant on the outside of the bushings and in the coupler housing to ease installation. Start by fitting the bushings by hand inside the coupler housing and finish by tapping them in using a coin and a suitable drift.



Place the splined shaft back into the coupler and align the pin with the relief recesses in the bushings. Drive the pin back into the shaft with a suitable drift and hammer. A light lubricant on the pin will ease installation. When fully installed, there should be no play in the coupler and the splined shaft should pivot freely. Install the coupler back into the tunnel, matching up the marks you made earlier. Tighten the 13mm hardware and 4mm set screw. Test shift the transmission to make sure you can select all gears and make minor adjustments to the coupler as needed.



*[Handwritten scribble]*