



ZZPERFORMANCE

Installation Instructions

F40 6 Speed Base Conversion Kit

ZZ-F40C

STEP ONE:

Remove Bolts and take the square base off the shifter. You will not need to reuse the square base or the bolts.



STEP TWO:

We include both the factory Regal F40 shifter base and a ZZP short throw shifter with our kit. If you'd like to source a knob and boot (*factory PN 55563836*) you can use the entire assembly as sent. We include our ZZP short throw as it is a welcome modification and allows you to re-use your factory F35 shifter boot. For installation instructions on how to install the shifter into the factory assembly, please refer to the additional instructions at the end of this instruction manual.

STEP THREE:

Once you have your factory shifter assembly removed, you'll need to install the offset stud to the floor of the car as shown in the picture below PRIOR installing your new shifter. Once you've installed the offset stud, place your new F40 shifter assembly on the mounting studs and use the factory nuts to secure it to the floor.



STEP FOUR:

Remove the plastic ring from your factory Cobalt shifter as you will be using this with the new 6 speed shifter. You'll need to staple the leather of the 6-speed shifter to the factory Cobalt ring.



STEP FIVE:

Trim off the excess on this rubber piece and slide the shifter cables into the same place your factory cables came out of.





STEP SIX:

Bolt the flywheel to the crank and then the pressure plate to the flywheel with the disc inside. Be sure to note on the clutch disc the inscription telling you which side should be facing out.

STEP SEVEN:

This is an upper factory transmission mount. The pieces need to be separated as shown. The rubber mount needs to be installed in the car before putting the transmission in. The left piece in the photo can be discarded.



STEP EIGHT:

Install the F 40 6-speed transmission utilizing factory bolts and bolt holes. This will bolt up with no extra fabrication. The factory F35 bellhousing spacer is typically not needed on Regal transmissions with the FX500 clutch; however, you will NEED to measure your air gap on the throw out bearing. You may end up needing the bellhousing spacer to achieve proper gap.

Refer to our TOB spacer product page for a video on how to measure your air gap, found [here](#).

If a TOB spacer is need you will install it onto your TOB before installing.

Upper Transmission Mount



STEP NINE:

Upper transmission mount is installed as shown with the ZZP upper billet mount attached. Hardware is provided in your kit. The bracket in the photo looks different and now will call for 3 M10x40MM socket cap screws.

STEP TEN:

The "C" shaped ZZP billet rear transmission mount should now be installed onto your F40 Transmission using the hardware provided in your kit. You will use three socket head bolts that will sit flush into the mount and one longer flange head for the bottom bolt.

Note: old version pictured, new version will be black anodized billet aluminum





STEP ELEVEN:

This is how the factory F35 transmission mount bolts up to the aluminum bracket.



STEP TWELVE:

This is your factory Cobalt front transmission mount (pictured up and to the right). It will bolt up to the transmission without any brackets or fabrication for a Saab transmission.

Regal kits will come with our billet front engine mount pictured at the right. This will install on the front of the transmission and connect to your subframe using the included silver spacers.



STEP THIRTEEN:

You will receive a bracket for your shift kit; it needs to be bolted on to the transmission. Shift cables can now be hooked up.



STEP FOURTEEN:

If you have a factory turbo car (Cobalt/HHR) you will need to remove this bracket and the bracket it is attached to. You'll need to cut off the bolt hole that's being pointed to.

Reinstall the bracket.





STEP FIFTEEN:

On Saab kits, refer to this step. With that bracket out of the way, you can install the factory Cobalt speed sensor. Use the speed sensor extension harness provided with the kit. Make sure the harness is routed in a way that it will not get burned or caught in the intermediate shaft.

Regal kits: Refer to step 16

***You will need to have the computer reprogrammed for it to read the speed sensor correctly. This applies to both Saab and Regal kits.**



STEP SIXTEEN:

Regal kits will use the factory speed sensor location with the provided ZZP speed sensor and harness. The speed sensor will come fully assembled and pre-set to factory depth as shown on the right. You will remove your factory speed sensor from the transmission and install the new ZZP speed sensor (shown below). You will connect the harness directly to the factory speed sensor connector on the main harness.





STEP SEVENTEEN:

There will be an intermediate shaft provided with your kit. It gets inserted directly into your transmission and then bolts straight to the back side of the engine. Hardware will be provided with your kit.

The factory Cobalt CV shaft can be installed on the passenger side at this time.

You will receive one new CV shaft with your kit. This will be installed on the driver's side.

Once you have the intermediate shaft installed you can now reinstall the cradle and front-end suspension components.

Next, you'll want to bleed your clutch.

To wrap up the install you'll need to reinstall your fuse box and reconnect your battery.

F40 Short Throw Shifter Installation Instructions

1. Remove the 4 torx screws on the “top” that hold the shifter ball and shifter into the assembly
2. On the right side of the shifter (as it would orient in the car) there is a clip holding the silver rod into the shifter housing. Remove that clip using a flat head or pick. Do not lose this clip.
3. Before pulling the silver rod assembly out of the housing notate the position of the spring and its “legs” so you can refer to it after short throw installation. Then pull the rod assembly out of the housing.
4. Slide the reverse lockout mechanism up and off the shifter, leaving the cable clamp attached.
5. Remove the plastic bracket that was held on with the 4 torx screws and remove the main shifter assembly out of the housing.
6. To remove the stock shifter cup you will pull the rubber part around the ball down off the shifter and the separate the two white halves.
7. Remove the stock cable clamp off the bottom ball of the stock shifter.
8. Unscrew the top nut on the ZZP short throw shifter to remove that and the spring. Remove the allen bolt on the side of the shifter to slide off the reverse lockout assembly.
9. Grease the large main ball of the new ZZP short throw and re-install the stock shifter cup in reverse order of how you took it apart.
10. Grease the lower ball and pop the stock cable clamp, or your ZZP F40 cable clamp onto the shifter.
11. Grease the white side bushing and slide the ZZP short throw into the stock housing.
12. Reinstall the plastic top hat and tighten the 4 torx screws.
13. Reinstall the black reverse lockout, spring, and top nut onto the shifter. Your stock shift boot will install into the groove on the reverse lockout mechanism using a small zip tie.
14. With the shifter installed, slide the silver side mechanism onto the side bushing and back into it’s stock location. Make sure the centering spring is in its stock position and move the shifter side to side to make sure it will return to center.
15. Work the shifter through its motions forward and backwards, side to side, to see if you need to clearance your plastic shifter base. You may have to install the base into the vehicle and connect the shift cables to fully determine if trimming is needed.