ZZPERFORMANCE

Installation Instructions
Short Shifter – ZZ-ABCXYZ
Polaris Slingshot 2015-Present & Kappa Platform



Estimated Installation Time: 30-45min

Installation Difficulty: Easy

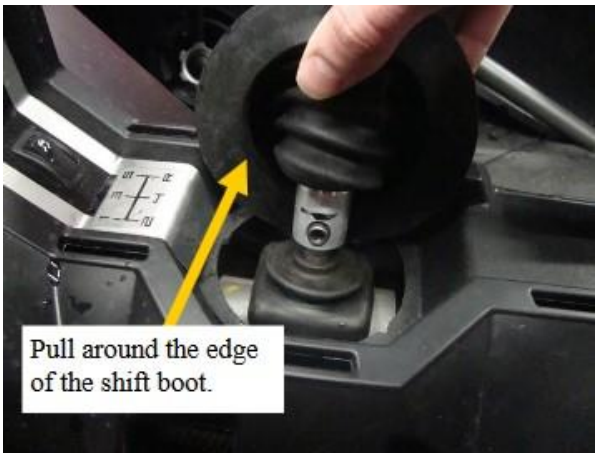
Kit Contents:

1 - Billet Short Shifter
1 - Billet Riser Block
4 – M6 x 30mm Bolts
1 – Packet Grease

Tools Needed:

Ratchet or 12V Impact
10mm Deep Socket
3/16” Allen Wrench
5mm Allen Wrench
Rag or Paper Towels
White Lithium Grease

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STEP ONE:

Make sure your Slingshot is in neutral and the parking brake is on before starting the install. Start by pulling up on the outer edge of the shift boot, to gain access underneath it.

STEP TWO:

Next, use your 5mm allen wrench to loosen the bolt holding the shifter assembly to the transmission. These bolts can be tough to get out. You may need to apply some heat to break the Loctite loose. Once loose, remove the shifter assembly.

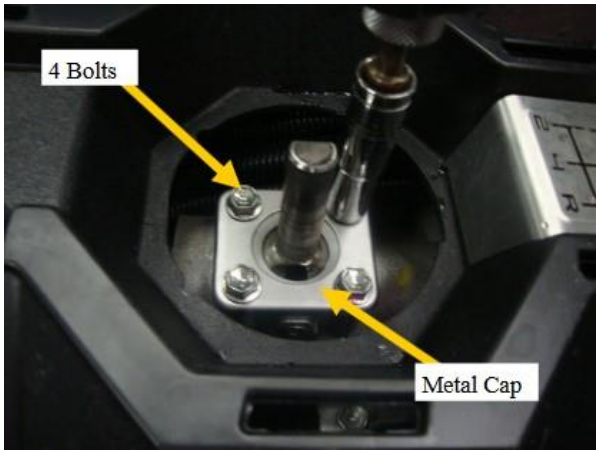


STEP THREE:

With the upshifter assembly removed, you can see a small square rubber boot that is around the stock shifting mechanism like in the picture above. You'll need to remove this by pulling up on the corners with your fingers and working your way around. Once removed, you'll see four 10mm socket head bolts that hold the stock shifter mechanism in place. Remove these bolts using your 10mm deep socket and ratchet or 12v impact.

STEP FOUR:

With the 4 bolts removed, remove the metal cap that is directly underneath them and set it aside. This part will be reused when installing the short shifter.



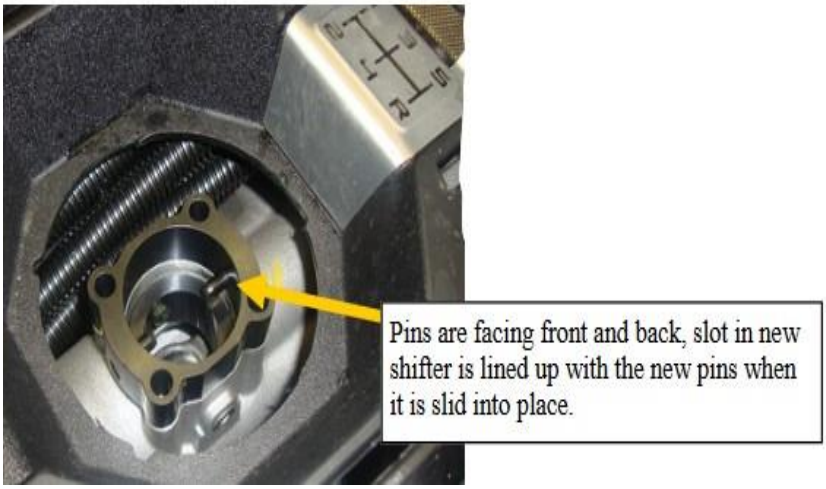
STEP FIVE:



With the metal plate out of the way, pull up on the shifter mechanism to remove it. It may take a little wiggle, but it will release straight up. It will be covered in grease, so this is where you'll want a rag or some paper towels handy to place it on. Once removed, it will look like the picture to the left and we are ready to start the install process for the short shifter.

STEP SIX:

With the stock shifter mechanism set aside, you will now set the billet riser block on top of the transmission in preparation for the new short shifter assembly. The riser block has 2 pins pressed into it. This piece will set down onto the cavity that the shifter came out of with the pins on the bottom. The pins also need to be installed so that they are facing the front and back of the car (not side to side like the stock shifter). Roughly line up the 4 holes in this piece with the 4 holes for the bolts in the transmission below.



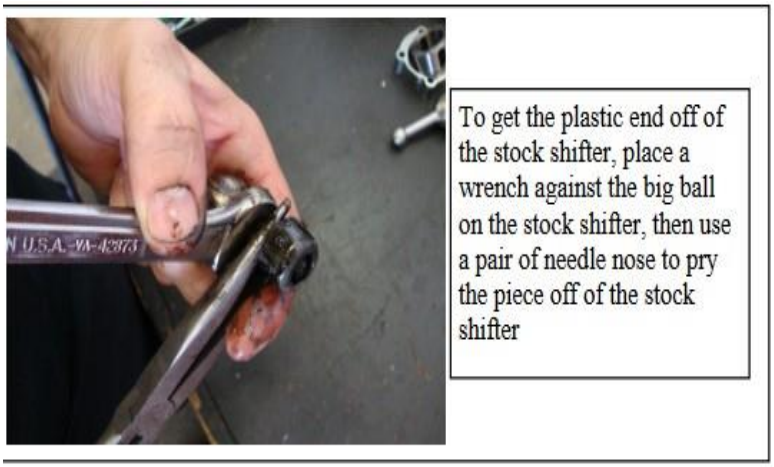


STEP SEVEN:

There are 2 white plastic parts that need to come off the stock shifter and moved to the new shifter. On the stock shifter there is a white plastic piece that fits over the larger ball portion. You can use your hands to pop this up and off of the ball on the stock shifter. Make sure not to damage the thin metal "spring" that sits on top of it during the removal or transfer process to the short shifter.

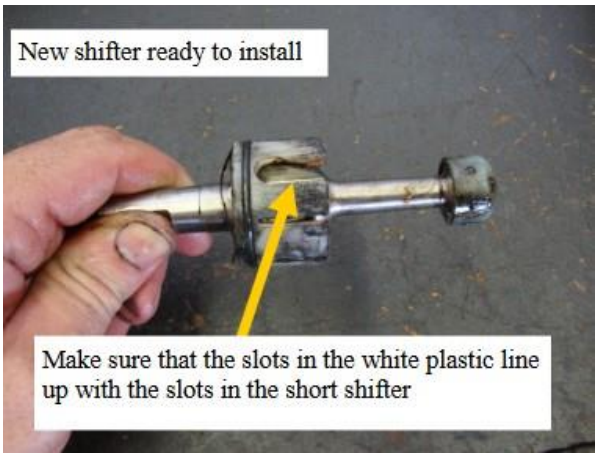
STEP EIGHT:

Now you need to remove the smaller plastic piece on the small ball at the end of the shifter. These can be a little more difficult to get off. The best method to remove this is to use a wrench and a pair of needle nosepliers like in the picture to the left.



STEP NINE:

With those 2 plastic pieces removed, apply a liberal amount of the included grease to both pieces where they will contact the new short shifter and press them back onto the new short shifter. Make sure the black spring is still attached to the top plastic piece on the larger ball and also make sure the larger slots in the plastic piece are lined up with the slots on the new short shifter's larger ball.

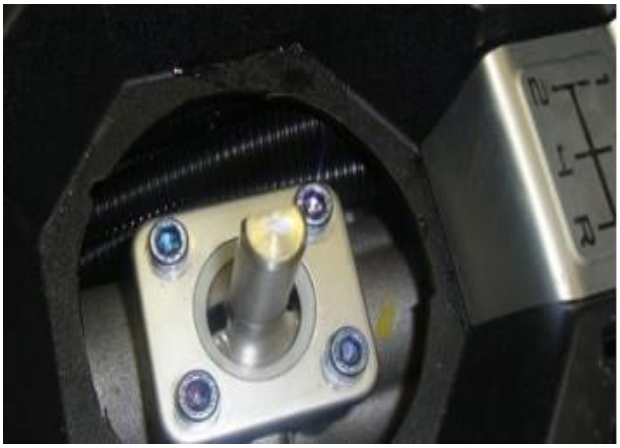


STEP TEN:

It's time to insert the new short shifter back into the transmission. Make sure that the small plastic bushing at the end of the shifter is level as well as having the slots in the large ball lined up with the pins in the riser block. Slowly start lowering the short shifter assembly into the cavity that the stock shifter came out of. The hole that the small bushing needs to go into is straight down. While lowering the shifter into position if it touches anything, the small bushing will kick to the side and not go into the transmission. It may take a couple tries, but the short shifter will drop into position. When it is all the way down, it will sit relatively flush with the riser block. The small black spring will also sit a little higher and that is normal.



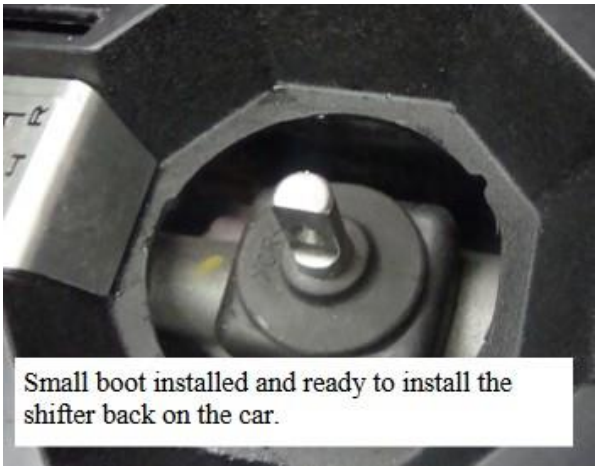
STEP ELEVEN:



Using your 5mm allen wrench you can now reinstall the small metal plate and secure the new short shifter in place using the supplied longer M6 x 30mm bolts.

STEP TWELVE:

With the plate installed, find the small rubber boot that was removed and place it over the short shifter and over the small metal plate you just installed.



Small boot installed and ready to install the shifter back on the car.



STEP THIRTEEN:

To complete the install, slide the shift knob assembly over the shifter and tighten down the 5mm set screw to secure it in place. With the shift knob assembly secured, you can now push the stock shift boot between the shifter and the plastic trim to get it back into place. Start on either the left or right side and work your way around until it is all back in place.

Congratulations on completing the installation of the short shifter! Additionally, while not required, if you are looking to add some more character to your Slingshot or Kappa, we also offer billet shift knobs that do not require any adapters like the others on the market. You can see them here ZZP Billet Shift Knob If you have any questions along the way, please contact customer service directly via email at CustomerService@zzperformance.com.

