

PERRIN

STI/6spd Reverse Lock Out Lever

2018-04-19

PSP-INR-250

Thank you for purchasing this PERRIN product for your car! Installation of this product should only be performed by persons experienced with installation of aftermarket performance parts and proper operation of high performance vehicles. If vehicle needs to be raised off the ground for installation, the installer must use proper jacks, jack-stands and/or a professional vehicle hoist for safety of the installer and to protect property. If the vehicle is lifted improperly, serious injury or death may occur! Please read through all instructions before performing any portion of installation. If you have any questions, please contact our tech department prior to starting installation. We can be reached in any of the following methods:

Email Tech@PERRINperformance.com

Instant Chat off the main page of www.PERRINperformance.com

Or simply call our tech team at 503-693-1702

SPECIAL NOTES:

- The use of a factory service manual is highly recommended. These can be downloaded online at <http://techinfo.subaru.com>.
- You will need a small 1/8" punch to remove shift lever pin from OEM shifter. These can be found at any auto part stores. A small Phillips screwdriver or right angle screw driver is needed to remove OEM boot holder. This can be found at any home improvement store.
- The tolerances on our Reverse Lock Out are very tight. These are designed to work on factory Subaru Shift Rod assemblies. The outside dimension of the factory rod is .512"-.510". If your rod measures larger than this, you may have some clearance problems.
- Step 3 can be skipped if vehicle is placed into reverse for the entire installation process. If the shifter is moved from reverse at any point, step 3 will have to be followed completely, which means raising the vehicle off the ground.

Parts Included with the PERRIN Reverse Lock-Out:

- (1) Reverse Lock-Out for 6spd
- (1) Grease Packet

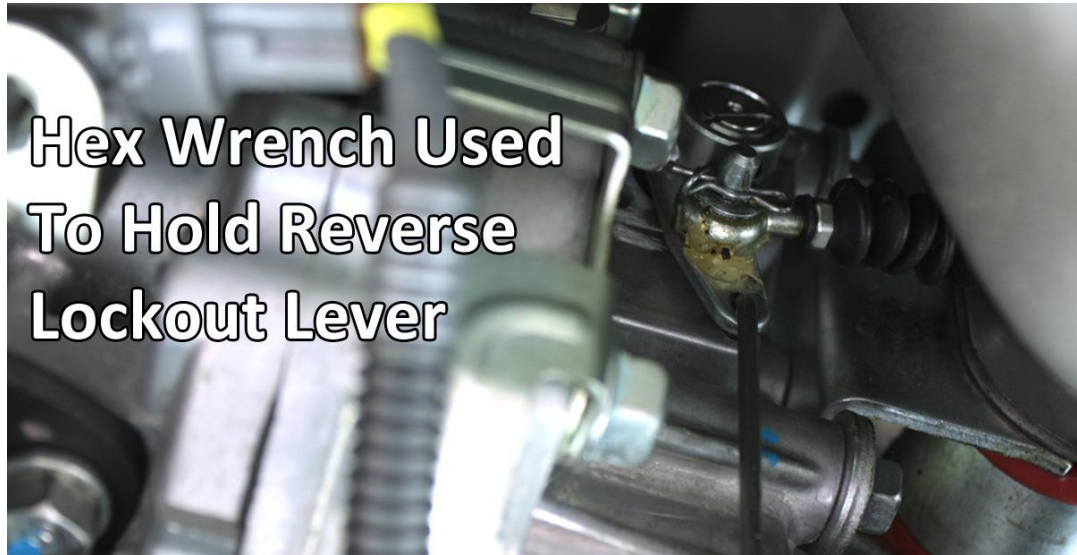
Installation of Reverse Lock Out Lever.

1. Remove OEM shift knob by unscrewing counter clockwise.
2. Remove shifter trim piece following directions below for your specific model.
 - 2004-2007 cars need to remove trim panel from around the shifter first. Pull it straight up. Unplug wire harnesses that are attached to the switch covers. Next, remove e-brake bezel from around the e-brake lever by removing screws under cigarette lighter and under storage compartment door behind e-brake, and removing.
 - 2008+ cars need to remove E-brake boot first by pulling straight up, then remove screw towards left front of console. Locate and remove (2) screws in rear armrest compartment. Carefully pull console straight up from car and move towards rear of car. Remove shifter bezel from shifter by pulling up and back. NOTE: Make sure to unplug wire powering STI emblem on STI models.



- Some models may have a rubber boot covering up shifter assembly. Simply remove plastic screws holding down cover and discard. **NOTE: This may be reinstalled, but can interfere with smoothness of shifter action.**
3. Raise vehicle off ground and support using jack stands. Locate small reverse lock out lever on transmission and hole that lines up with lever. Slide a tool (small pin or small hex wrench) through the lever and into small hole on transmission. This locks the reverse cable into a position that allows for easy

removal of reverse lock out lever inside vehicle. Using a thicker allen key will help align lockout cable when installing new lever.



4. Inside of vehicle, use 1/8" punch to carefully drive pin from OEM reverse lock out lever. With pin removed, slide reverse lock out lever off shifter. **NOTE: When hammering pin out, push forward on the shifter in 1st, 3rd, or 5th gear and hold some tension on the shifter.**
5. Install pin into PERRIN Reverse Lockout just enough to hold in in place. Make sure that it does not protrude to the inside, as this will cause damage to the shifter during the next few steps.



6. Remove plastic boot holder from top of shifter by removing (2) small screws from bottom. This step is tricky to do without a small screw driver or a right angle type of screw driver. Once removed, leave the spring and rubber bumper in place. **NOTE: Take note of slot on top of shift lever and the cable, which is inside it. A bolt will pass through this in a future step.**



7. Apply included grease to upper and lower black plastic bushings on shift lever. Apply a small amount to inside of PERRIN Reverse Lockout Lever.
8. Slide PERRIN Reverse Lock Out Lever over shift lever making sure to twist as you push down. Slide PERRIN Reverse Lock Out Lever up and down a few times to ensure surfaces are lubricated.
9. Rotate so pin is on the backside of the shifter and slide up or down until hole in PERRIN Reverse Lock Out lines up with hole in cable assembly inside shift lever. **NOTE: If PERRIN Reverse Lock Out is very stiff, or doesn't slide on, there may be a bur on the plastic bushing on shift rod. A very light sanding of bur will fix this.**
10. Press pin through reverse lockout. This can be done with a small hammer or with large pliers (recommended and easiest). If using pliers to press pin through reverse lockout, take care to protect parts with a towel or other materials that will not cause damage.
11. Under car, remove tool used to lock lever to transmission.
12. Inside car, test PERRIN Reverse Lock Out for smooth movement up and down. Ensure you can select reverse.
13. Lower car from jack stands.
14. Reinstall shifter cover plate and console pieces in reverse order done earlier, making sure to plug in any electrical connections (like STI emblem on 08+ cars).
15. Before installing shift knob, push boot down until it snaps over lower portion of PERRIN Reverse Lock Out Lever. The boot will move and down as you select reverse after installation.



16. Install shift knob and take car for test drive and recheck bolt for being tight after roughly a week of driving.

Questions, Comments and Suggestions Contact: Tech@PERRINperformance.com
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 Call Our Tech Team at 503-693-1702