

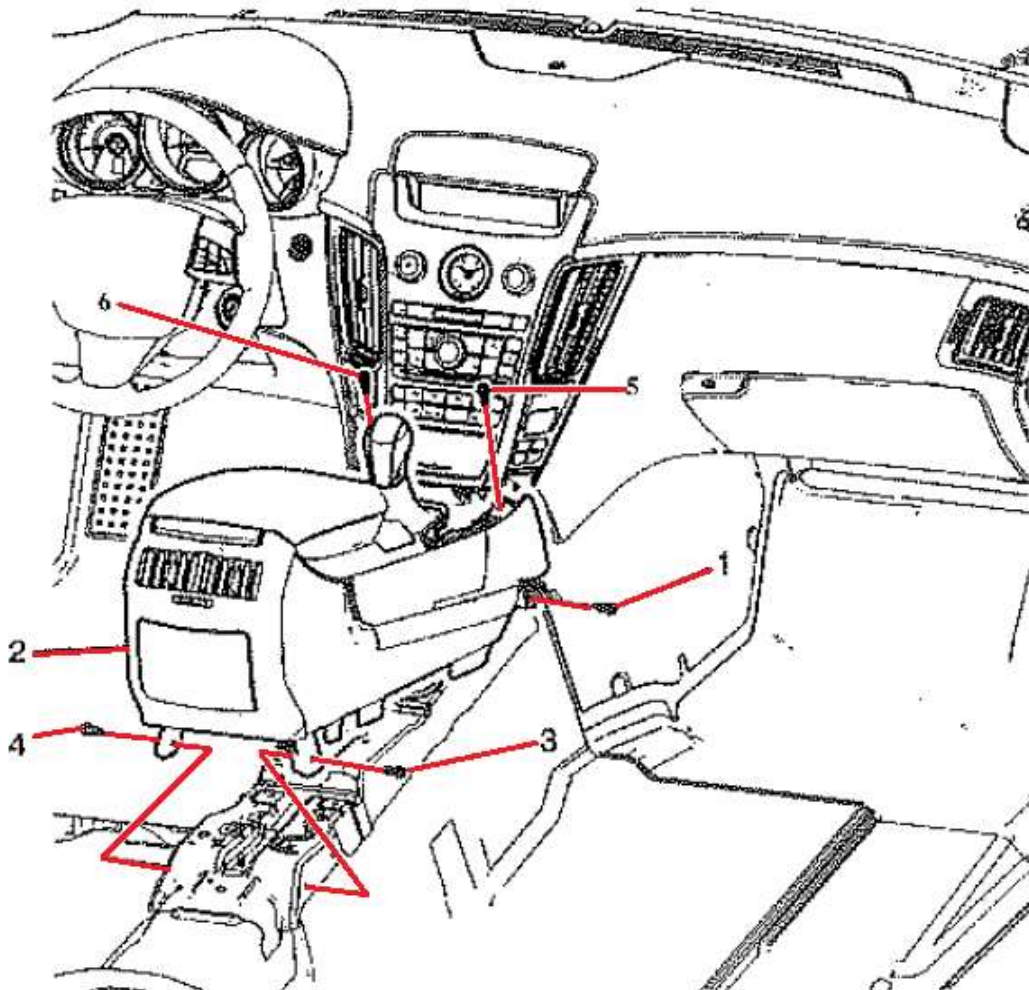
Creative Steel 2009-2015 CTS-V Shifter Install Instructions

Tools needed:

- 1) 10mm wrench (ratcheting preferred) and the shorter the better
- 2) Ratchet, extension (6" and 12" would be helpful), and 10mm socket (deep or short is fine)
- 3) 5mm Hex key
- 4) Plastic trim removal tool
 - a) If you don't have one, you can wrap tape around a flat head screw driver.
 - i) Make sure to check it often, so you don't rip the tape.

The install of the shifter shouldn't take any more than two hours. You will do the entire install inside the vehicle, and you will not have to get underneath for the swap. To ease install, have access to all four doors/seats in the vehicle.

Diagram of screws holding console in place. Screw locations highlighted in red.



Removal of OEM shifter:

- 1) Chalk the wheels and/or set the E-Brake.
- 2) Sitting in the driver seat, take your trim removal tool to the wood grain or carbon fiber plastic panels on the side of the center console.
 - a) Pry at the rear, next to the cup holder working your way up towards the dash.
 - b) You will need to remove both sides.
 - c) Remove the two screws (#5 & #6 in the diagram) that were behind the trim pieces, placing in a dedicated spot
- 3) Pull up on both sides of the E-Brake trim piece near the rear.
 - a) Once it is up, you should then be able to feel underneath and push in the tabs at the rear that hold the shift boot to the trim piece.
 - i) This will allow you to pull the shift knob off without possibility of breaking a tab.
 - ii) Pulling of shift knob will take some force. Pull up while not having your face close to your hands.
- 4) Put the driver/passenger side seat in the furthest rear position.
 - a) Pull down/out the carpet next to the console revealing the screw (#1 & #2 in the diagram) holding the front of the console in. Take screw out and place in dedicated spot.
 - i) The ratchet, extension and socket work great here over a wrench.
 - b) Repeat steps on the other side.
- 5) Put driver/passenger side seat in furthest forward position.
 - a) Pull down/out carpet next to the console revealing the screw (#3 & #4 in the diagram) holding the rear of the console in. Take screw out and place in dedicated spot.
 - i) The ratchet, extension and socket work great here over a wrench.
 - b) Repeat steps on the other side.
- 6) Your console will now be free to move. Remove the sound deadening foam above the shifter.
 - a) Sitting in the driver seat (you can move it back to a comfortable position) lift up in the rear of the console getting the console tabs out of the carpet, and pull backwards.
 - i) This should disconnect the console from the dash allowing more access to the shifter.

- 7) Now with the console back you will notice the E-Brake and another set of wires are connected to the console. You can either disconnect the positive side of the battery and disconnect these wires and continue on, or you can gently work around the console. Working around the console isn't a super big deal as it can be lifted upwards a little allowing room to get the shifter pieces out.
- 8) You will now see a bracket holding the shifter to the underbody of the car.
 - a) There will be four screws holding the shifter to the cast aluminum bracket, and there will be four studs sticking up with nuts holding the bracket to the underbody. There may also be a plastic tab over one of the studs; this can be lifted off the stud by hand.
 - b) Remove the screws and nuts, and pull the bracket out of the center console.
- 9) Now pull the rubber shield up and off the shifter, exposing the shifter. The shifter is two separate assemblies that I will be defined as "top half" and "bottom half." The Creative Steel shifter is the "top half." There will be four bolts holding the top half to the bottom half of the OEM shifter.
 - a) Using your small wrench, you will have to use the open end to loosen the screws, but then should be able to get them out by hand. You can lift up on the shifter as the bottom half will pivot on the transmission.
 - b) Remove the top half of the OEM shifter
- 10) Now would be a good time to check the state of the rear bushing in the bottom half of the shifter. You will see a black plastic piece sticking off the rear of the aluminum housing. There should be two screws on each side (driver and passenger) of the plastic piece. If they are present and tight move on. If not tightened down we recommend applying some Loc-Tite before re-tightening.
- 11) Another thing to check is the coupling between the shifter and the transmission. You will notice the coupler in front of the shifter about an inch long and an inch wide with a 13mm bolt head on top. This is what attaches the shifter to the transmission linkage. Over time this bolt can come loose and cause side-to-side play in the shifter. Now is a good time to make sure it is tight.

Installation of Creative Steel Short Shifter

- 1) We will now install the Creative Steel shifter. You should have received the shifter in three separate pieces that resemble the OEM shifter; the pivot mechanism (anodized black housing), the vibration isolator (about an 1.5" diameter stainless steel piece), and the stick that you chose (either a .6" notched piece of stainless, or a 1" piece of stainless with 3/8-16 threads on one end.) Using the supplied blue Loctite, bolt the vibration isolator to the pivot mechanism and the stick to the top of the vibration isolator. Tighten them until they are tight, no need to go Hulk (the 6mm screw's torque spec is only 44 in-lbs.) Reuse the OEM screws bolting on the Creative steel Shifter to the bottom half.
- 2) Put the CS shifter onto the OEM bottom half with the vibration isolator of the shifter towards the rear of the vehicle. Make sure screws are going in straight with your fingers before tightening them down with a wrench. Tighten down the screw with the wrench, do not go Hulk.
- 3) Place the bracket that holds the shifter to the underbody of the car over the shifter and onto the four studs.
 - a) Make sure the plastic tab is above the bracket, and gets put back on the stud.
 - b) Tighten the nuts down on the studs until tight. Lift up on the stick of the shifter, and screw in the four screws to hold the shifter to the bracket; tighten the screws. You should then be able to push the rubber boot down into the groove of the vibration isolator.
- 4) Push the console back into place (attach wires if you unplugged them) and make sure carpet is set correctly. You will need to push the console forward in the front and then work the carpet in the rear to get the console ears down between the carpet.
 - a) Tighten down all six screws that hold the console into place.
- 5) Place the sound deadening foam back in and put on e-brake trim and side pieces.
- 6) If you purchased the OEM knob shifter stick, push the shifter knob onto the stick of the shifter, and then put the shifter boot into the center console starting at the front and then clicking in the rear. Enjoy.
- 7) If you purchased the threaded knob option, you will have to remove the OEM knob from the shifter boot. To do this turn the shifter boot inside out. You will see two ears that you have to compress in to slide the retaining ring off the OEM knob.
CAREFUL AS THE EARS ARE EASY TO BREAK OFF. Once the knob is removed, you should be able to put the shifter boot back into the console, and push down the boot until it goes into the groove of the shifter stick. Thread on your knob jam nut and knob and tighten. Enjoy.

If you have any questions please give us a call at 503-316-1811 or email technical support at Jordan@creative-steel.com