

TECH: SHIFTER INSTALL

WE INSTALL AN MGW SHIFTER IN A 2007 MUSTANG



▲ The new MGW shifter kit.

Text and Photos by Keplinger Designs

Like most MCA members, Bill Robertson picked up his 2007 Mustang straight from the Ford dealer's lot and has been enjoying it since day one—cruising, the daily drive to work, and keeping it clean and waxed. After three years of enjoyment, Bill decided it was finally time to begin "making it his" with a simple modification. He chose to upgrade the original factory shifter to an adjustable MGW Shifter. While the installation is more complicated than on previous Mustangs (which are done completely within the Mustang's interior), the 2005-2009 Mustang shifter change is still a project that you can tackle in your garage in a few hours. Jackstands are a must.

MGW's kit has an excellent video CD showing the installation, in case you get lost. Dustin Olson of Olson's Performance did all of the wrenching at a recent NMRA event in Atlanta, and we took advantage of Reggie Burnette's (SR and JR) stacker rig's lift to make the photography easier, as most of this installation takes place under the car.

When the installation was complete, Bill took his Mustang for a quick spin around the parking lot and returned with a large grin. "Wow, much better," he exclaimed, as he sped out of sight. **MT**

Tools Needed:

- Phillips Screwdriver
- 10mm Ratcheting Box Wrench
- 13mm Ratcheting Box Wrench
- 8" or 12" Socket Extension
- 3/16" Allen Wrench (included)
- 10mm Deep Well Socket
- 1/2" or 3/8" Drive Ratchet
- 15mm Socket
- Loctite (included)



▲ Place transmission in neutral, engage the emergency brake fully. Push the boot down and remove the shift knob.



▲ Gently remove the shifter boot and trim ring. It just pops up. Don't be afraid, it won't break.



▲ Two screws hold the entire center console in place.



▲ Tilt the console forward to clear the emergency brake, remove the console.



▲ Remove the rubber boot/seal.



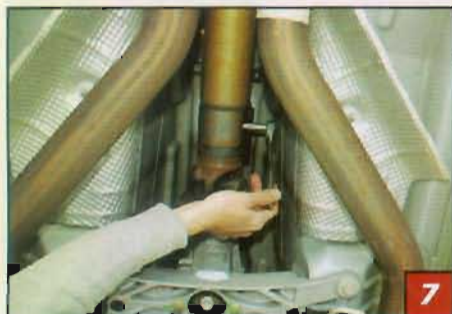
▲ Now it's time to go under the car. A good trouble light will make it easier to see all of the parts, as the transmission and exhaust pipes are in the way. Remove the rear support bracket.



▲ Back inside the car, remove the shifter. Push the shifter as far forward as possible, then lift the rear of the shifter through the opening.



▲ Connect the front support arm to the transmission.



▲ Unbolt the transmission linkage rod from the shifter body...



▲ Insert the MGW shifter.



▲ Attach the transmission linkage rod to the MGW shifter using the supplied bushings.



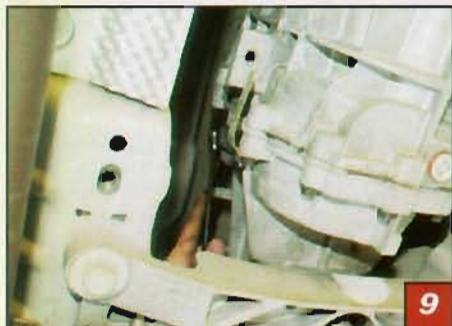
▲ ...and remove the original bushings.



▲ From under the car, loosely attach the rear support. Use Loctite on all the bolts for added security.



▲ Using the supplied insulation blanket as our template, Dustin trimmed the supplied Dynamat insulation to fit.



▲ Remove the front support arm bolt.



▲ Slip the MGW Shifter into the rear support, then tighten the bolts on the rear support.



▲ Peel the backing away and press the Dynamat into position.



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▲ Place the foam insulation into position. There are two slits on the rear of the insulation that slip over two bolts to properly align it and hold it in place.



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▲ Dustin gently replaced the center console and tightened it up with the two screws.



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▲ A new shift ball bearing an MGW logo was screwed into place and the lock nut was tightened.



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▲ Two shift handle brackets are included in the kit. Bill chose the shorter one as his position felt most natural to him.



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▲ The boot cover and trim ring were snapped back into place.



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▲ Done!



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▲ Dustin tightened the bracket and shifter handle with the supplied Allen wrench.



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▲ Having an Allen Wrench in the glove box enables Bill to change the position of the handle if he so decides.



▲ The original shifter kit that was removed from Bill's Mustang.

SOURCES:

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