



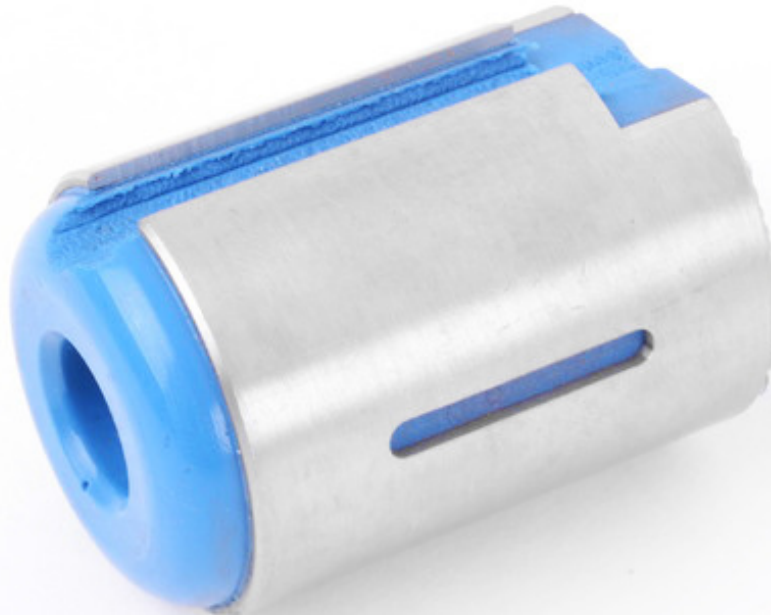
BMW E9x/E36/E46/E39/F3x/F2x Poly Rear Shifter Bushing Installation

Are you plagued by shifter play resulting in sloppy shifter movement and missed gears? If you are looking for the ultimate solution, look no further! Introducing the polyurethane rear shifter arm bushing from the engineering team at Turner Motorsport.

This bushing has been engineered with high-density polyurethane and rugged stainless steel, resulting in a noticeably crisper shifting experience without adding any vibration or noise.

These bushings feature slots in the outer stainless steel sleeve to accommodate the stock mounting tabs of the chassis, so absolutely no modification to your vehicle is required. Simply align one slot, pry up to press the second slot into its place, and immediately enjoy noticeably crisper shifts.

Install time: ½ hour



Section 1: Bushing Installation

- Step 1**
- The rear shifter bushing is secured to the underside of the vehicle by two mounting tabs which are built into the sheet metal. These tabs are inserted into matching slots on the sides of the bushing sleeve.
 - Slide a suitable size screwdriver or pick into the slot between the chassis and the bushing sleeve, then pry the bushing downwards to roll it out of its mounted position.
- Step 2**
- Pull the stock bushing off of the shifter arm, then slide the new polyurethane bushing on in its place. Ensure that the cut-out relief channel is facing upward towards the vehicle as shown in the step 2 photo below.
- Step 3**
- Align one of the slots in the bushing sleeve with its matching mounting tab on the chassis (with the relief channel facing upwards).
 - Using a prybar for leverage, push upward on the bushing and roll it into alignment with the other mounting tab. This is illustrated in the step 3 diagram below.
 - We have found that using the driveshaft as a fulcrum for leverage is the easiest and most effective method for getting these bushings installed, but be sure to put a small piece of wood between the driveshaft and prybar to prevent damage. The new poly bushing is much stiffer than the stock rubber bushing, so it may require some elbow grease in order to get it into position.

