

2014

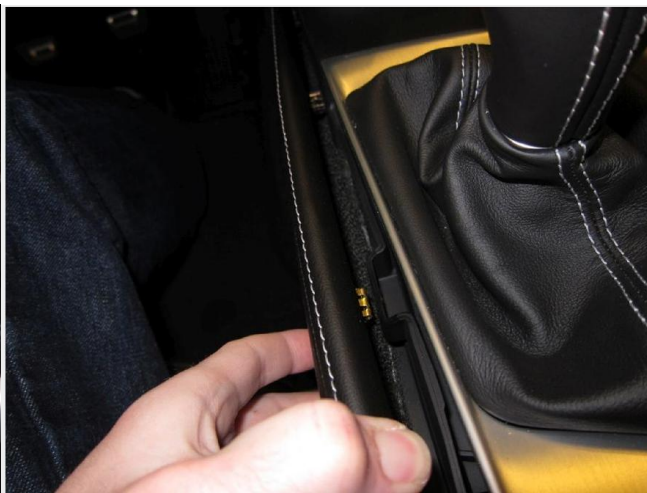
C7

Corvette

Stingray

[MGW C7 SHORT SHIFTER INSTALL]

This section is held in by clips except for the front edge, which is a hook. Begin to release the rear clips with a panel tool moving toward the front, then slide the front towards the dash to release the hook.





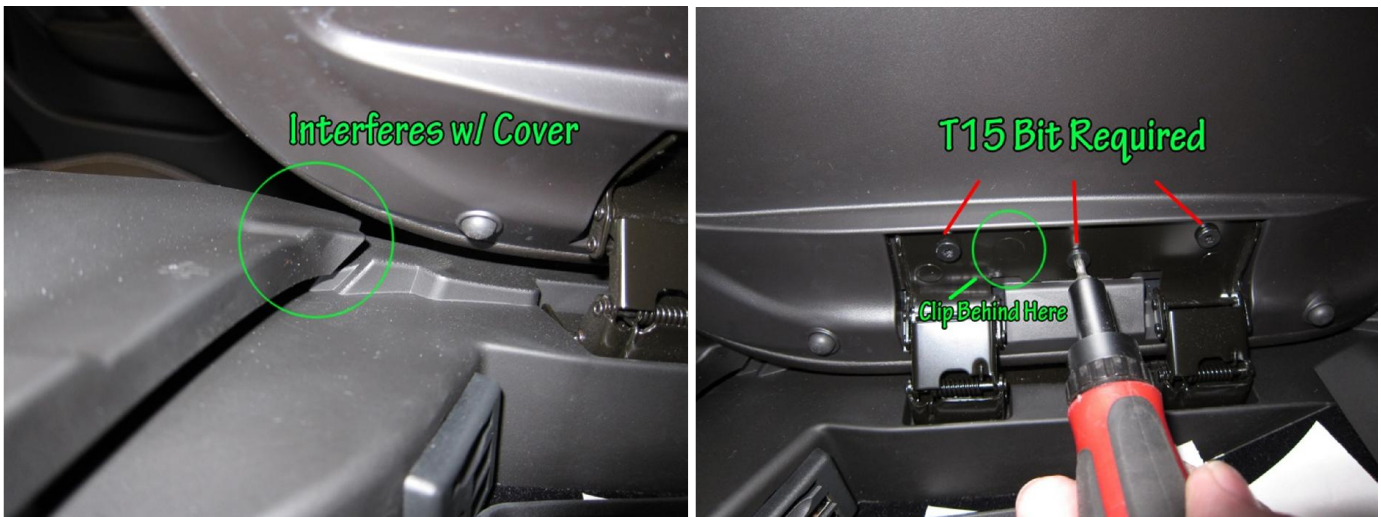
Twist the chrome knob counter-clockwise (fairly hard) and slide down to reveal a T25 locking screw.



Next up, remove the top panel. Use a panel tool to pop the front clips up.



Now, you'll notice the rear interferes with the lid cover - time to take that off.



This seems tricky, but it's actually not. See notes:





Continue removing the top panel by releasing remaining clips with a panel tool. Slowly lift up and away from the dash to release the two front curved sections.

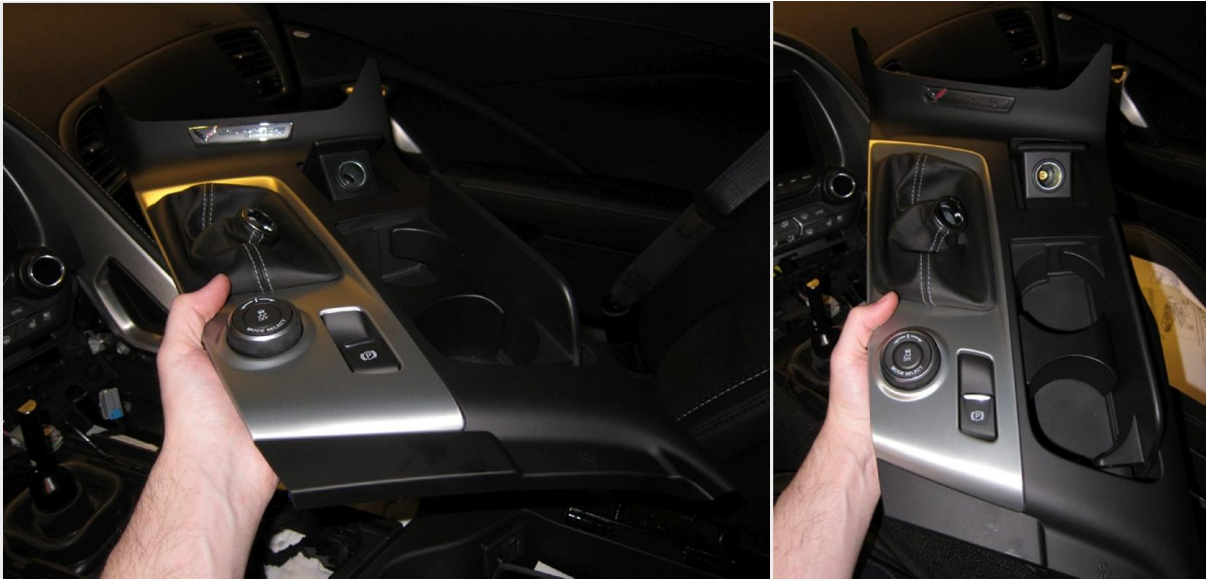
Pivot the front so that the two front 'fangs' aren't damaged:



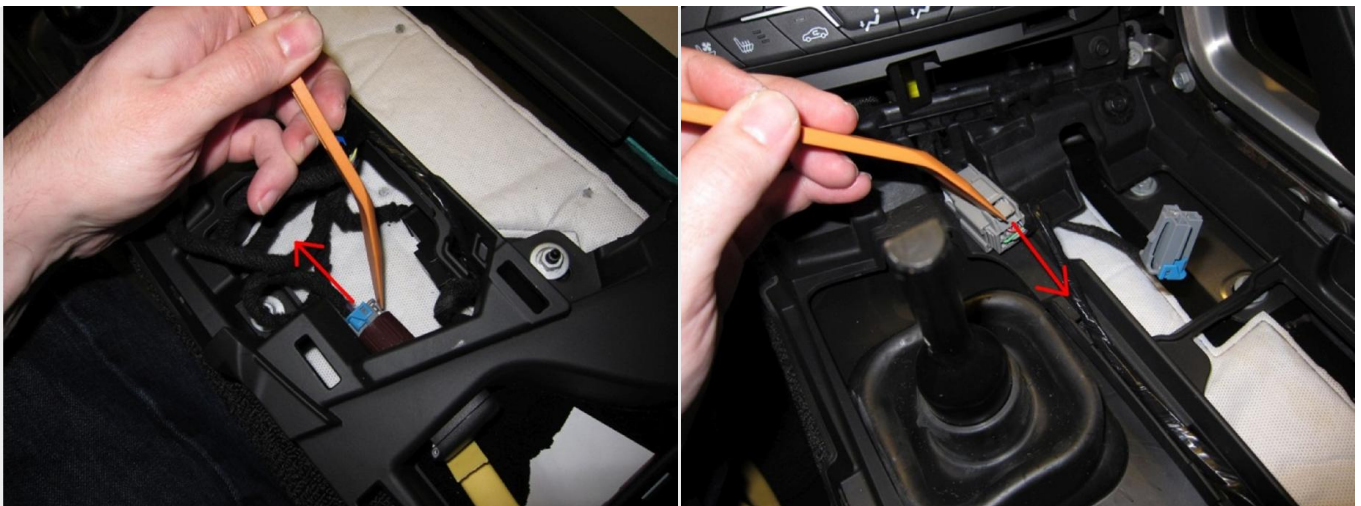
Remove electrical plugs as shown:



Panel Removed:



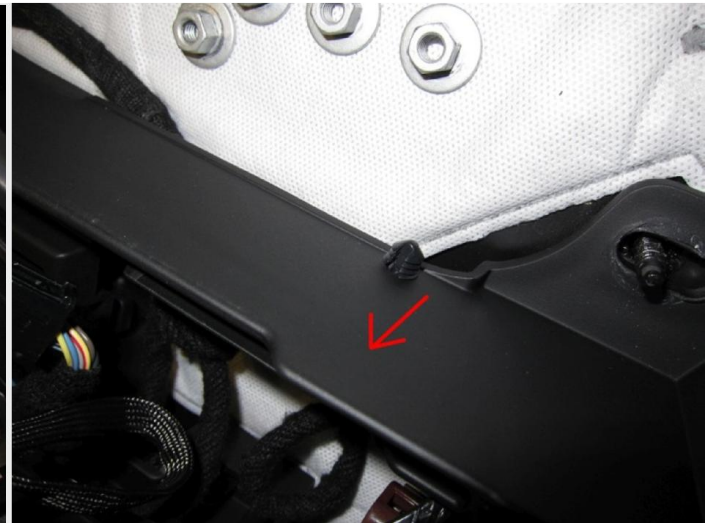
Remove electrical plugs as shown:



Move wire out of catch area:



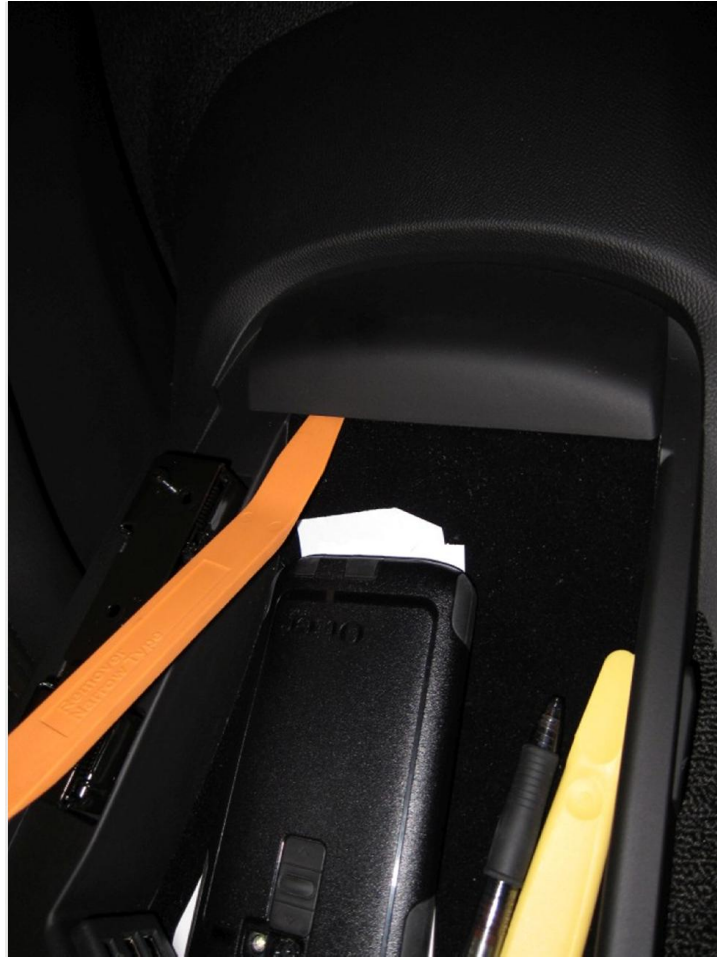
Remove clipped wire bundles:



Disconnect USB connection:



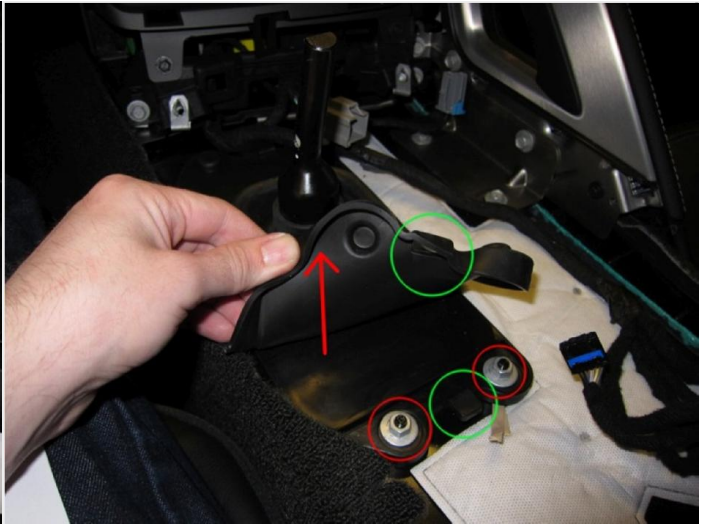
Pop rear cover off w/ Panel Tool:



Remove 10mm Bolts/Nuts (6 total):



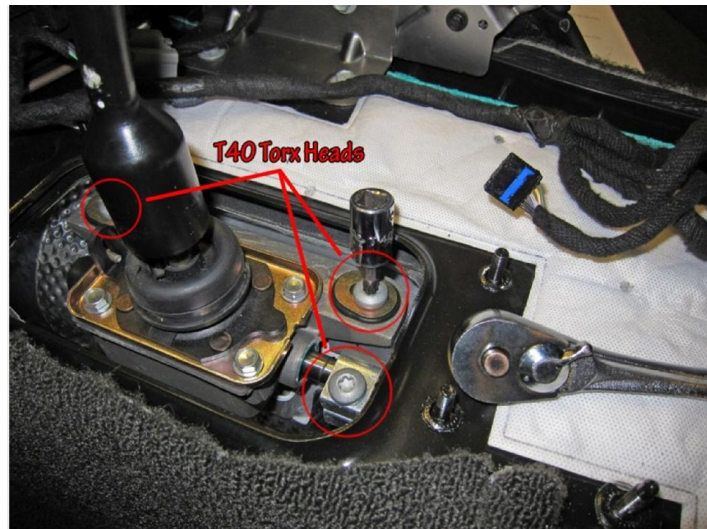
Remove Panel:



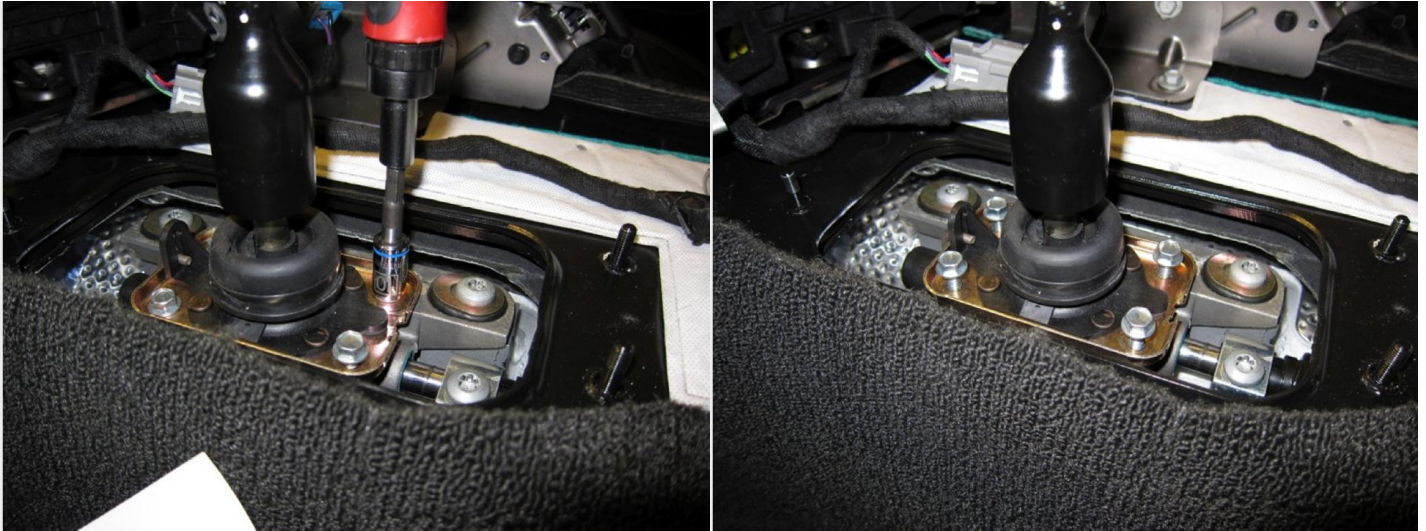
Remove 4 10mm Nuts:



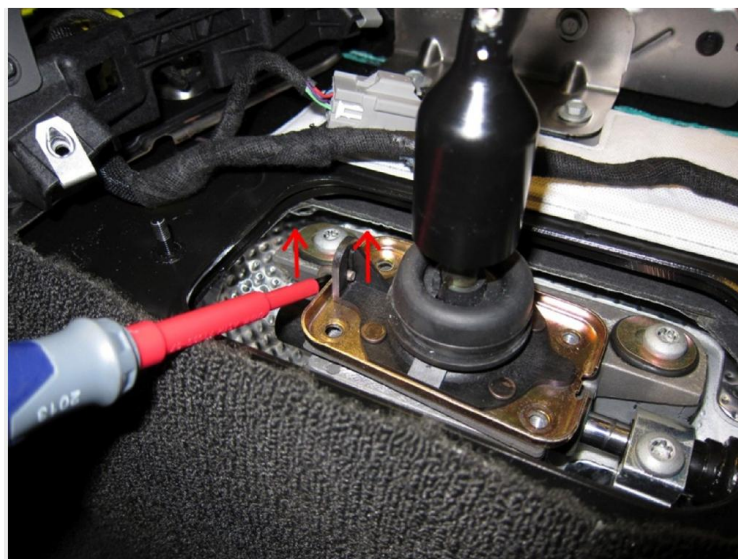
Before starting, locate a T40 Torx driver or bit.



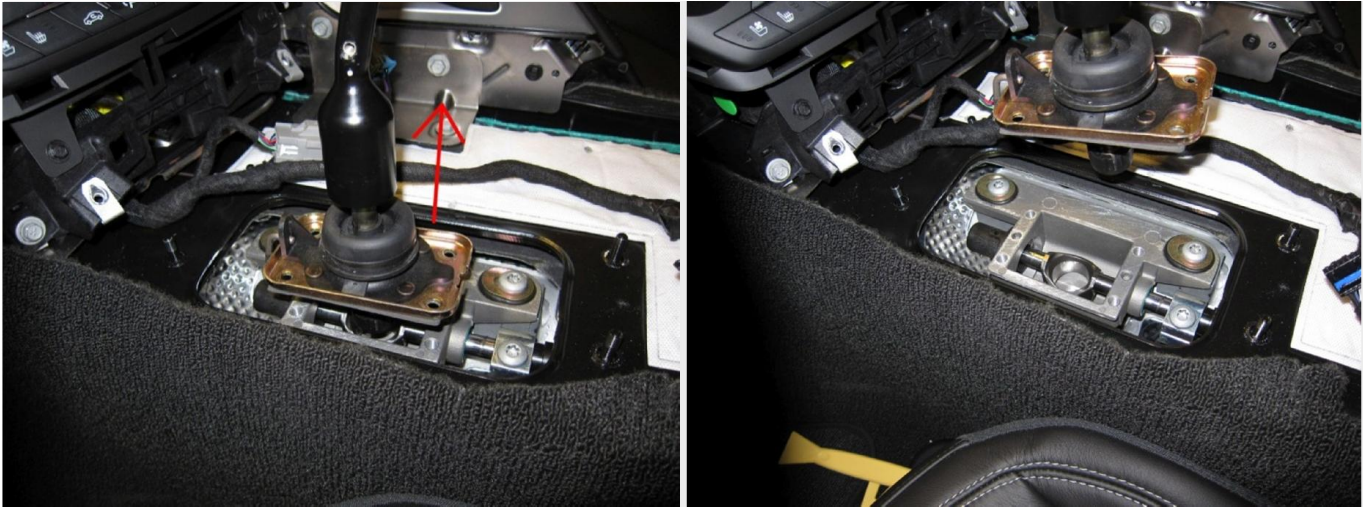
Begin by removing these four 10mm bolts:



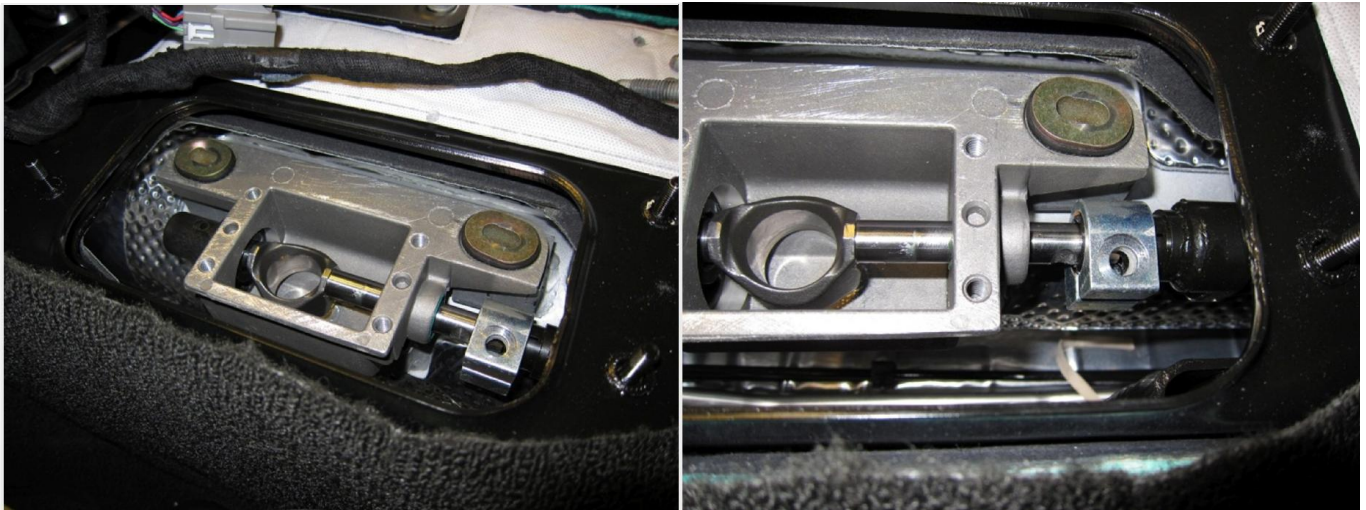
Use a screwdriver or other rigid tool to 'pry' locking pin upward:



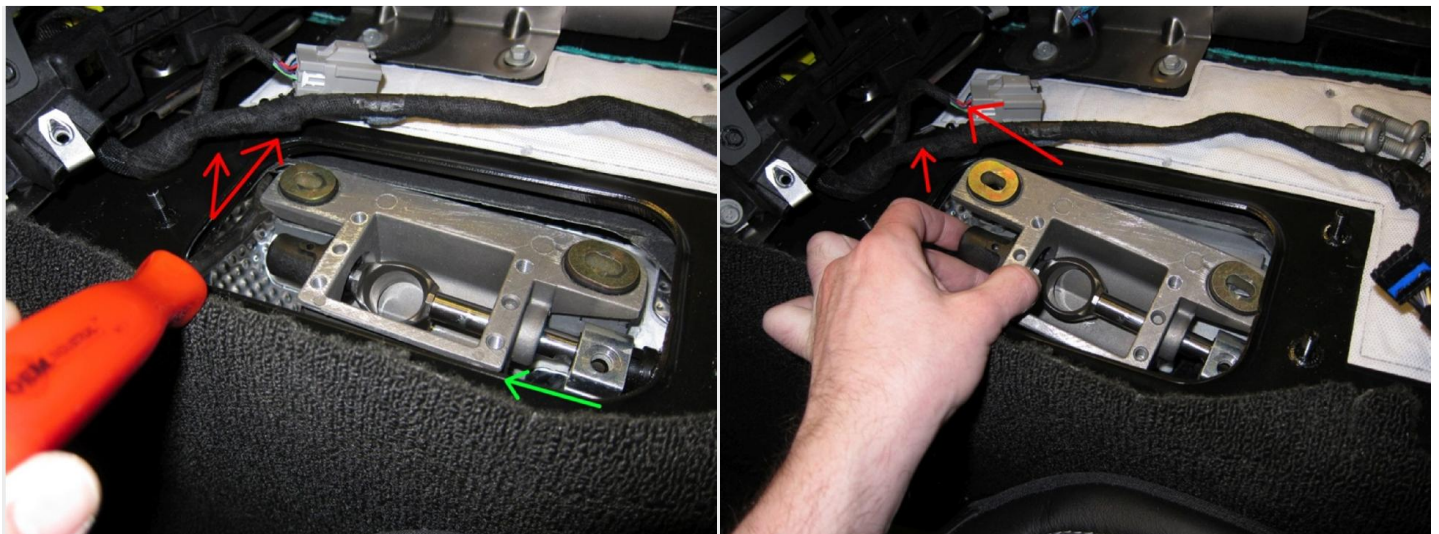
Once this is done, lift the entire assembly out:



Remove the three T40 Torx bolts:



Carefully, using a steel panel tool or similar, 'pry' the factory box upward using a gentle twisting motion:



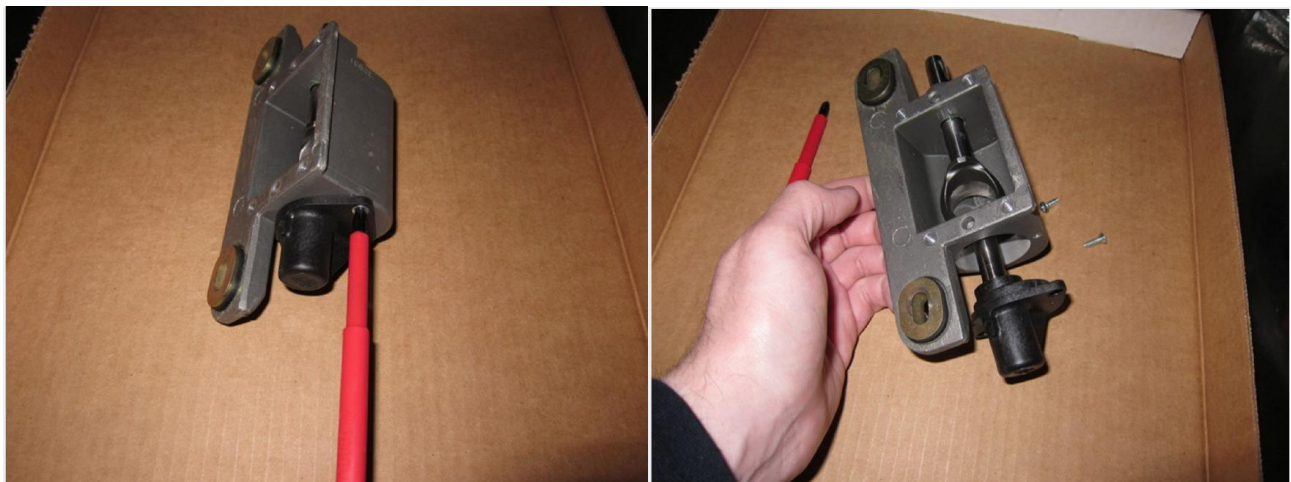
Slide the lower box out carefully, keeping in mind to separate the rod from the clamp.



Bring the factory lower box to a work area (or other area outside of your car):



Unscrew the plastic cap:



Slide rod straight out:



A look at the MGW lower box kit:

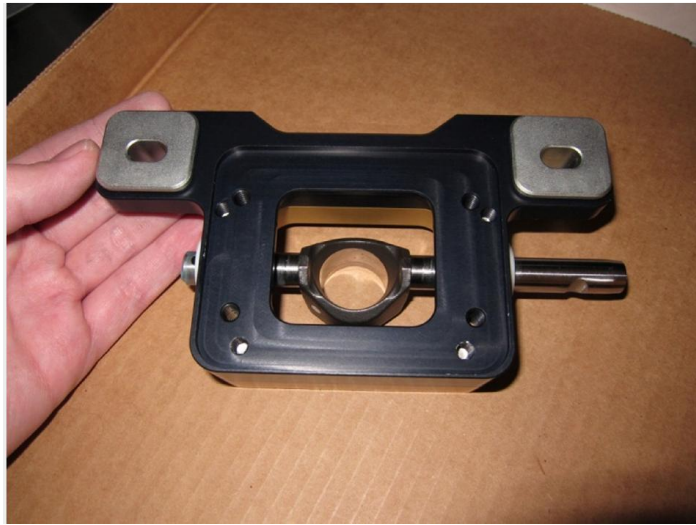


Insert rod into bushings, align as shown:



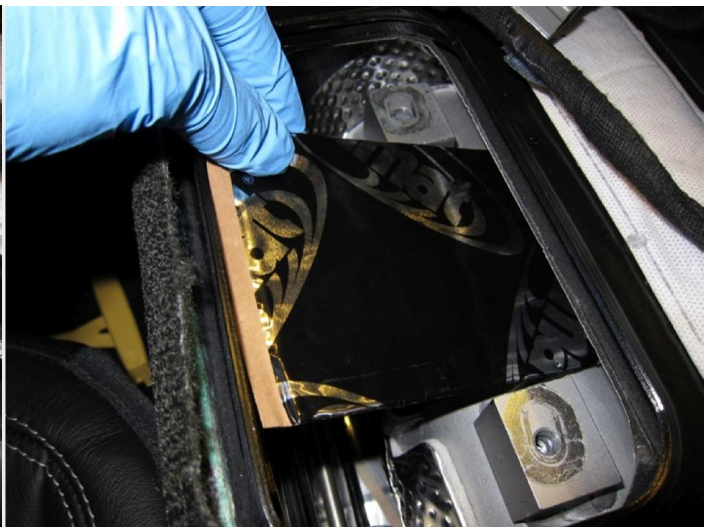
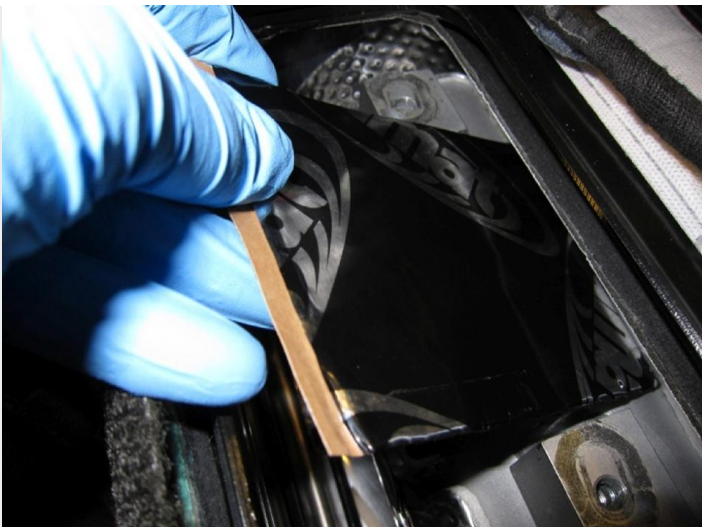
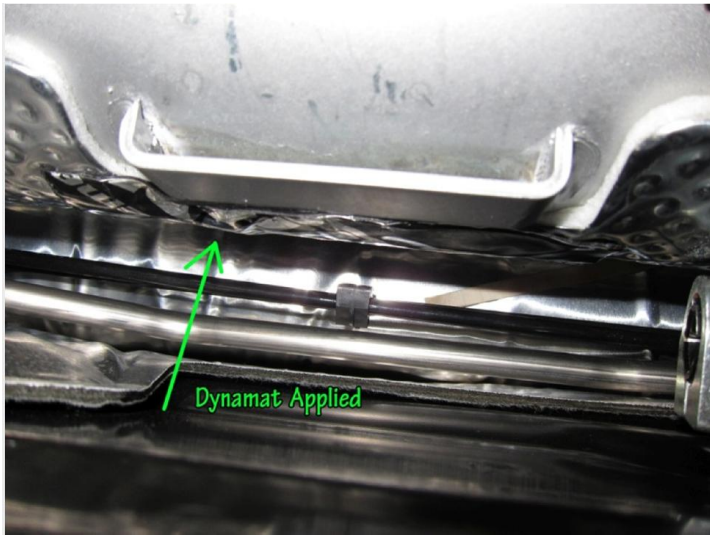
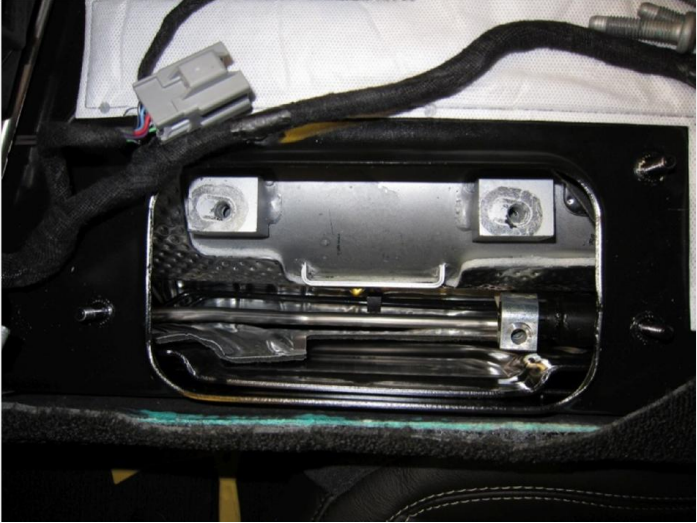


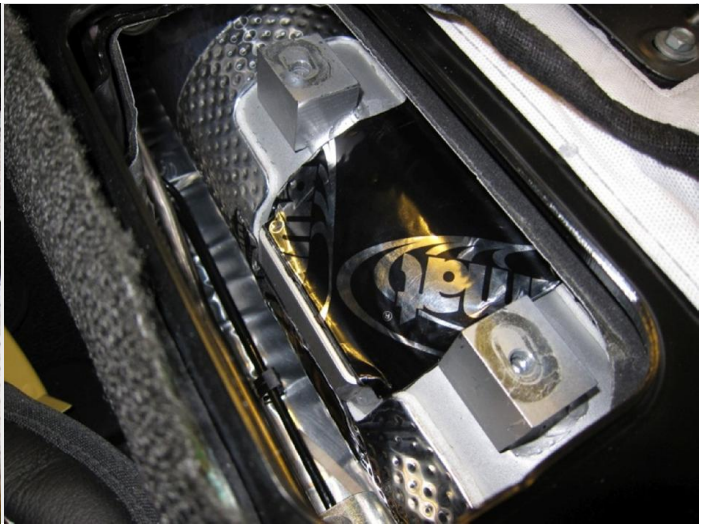
Flipped over (reverse):



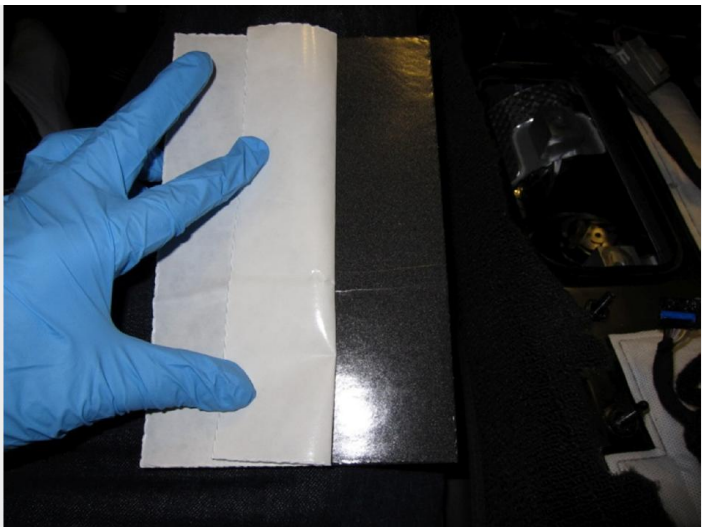
Now, we will begin the insulation process.

This is similar to our C6 videos. The C7 is very similar to the C6 in this respect.





This part is notoriously annoying. Peel back a small amount of the backing before shoving the piece under the torque tube:



Once the bottom is firmly affixed, peel back the rest of the cover:

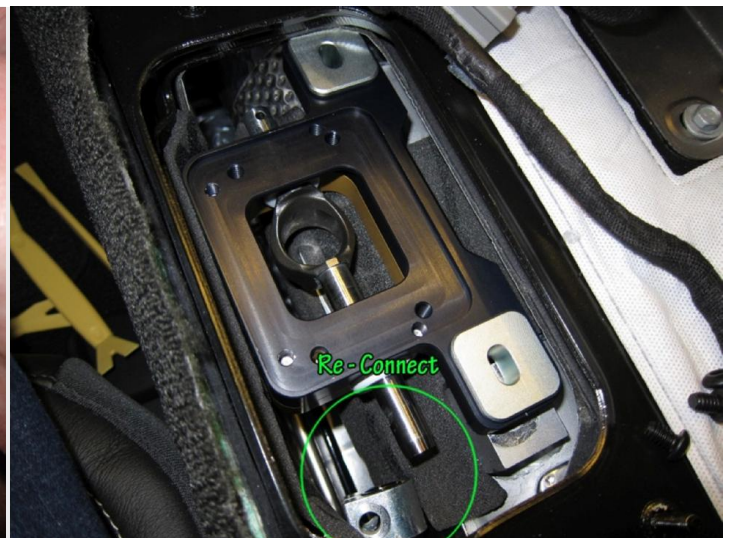


Same goes for the side:



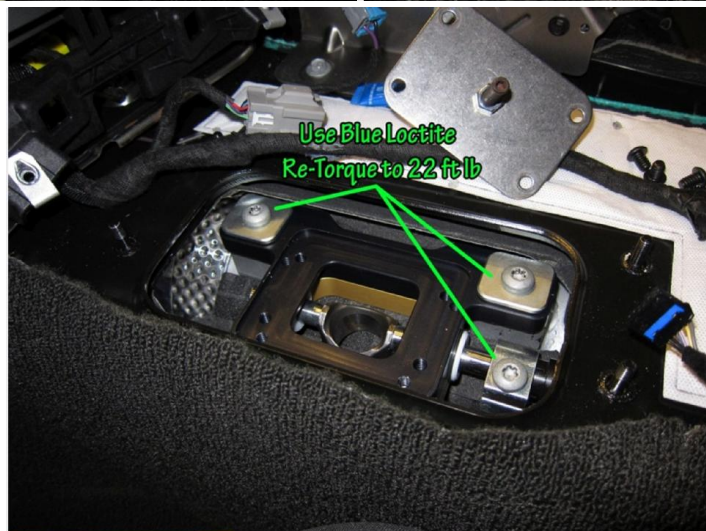
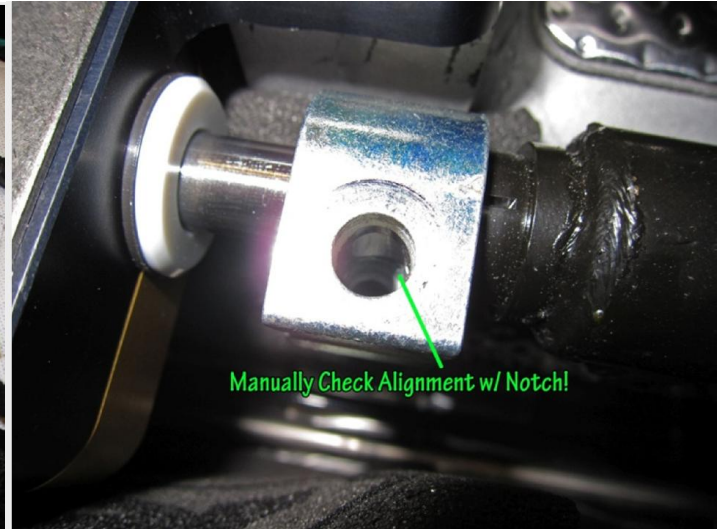


Prepare the lower box w/ grease (sparingly), and make sure to move the rod back and forth to work it in. Do not add so much that it becomes more difficult to move the rod!





The alignment tool included works very well - leave the four screws loose until you eyeball the notch. Once it's dead on, crank those screws down.



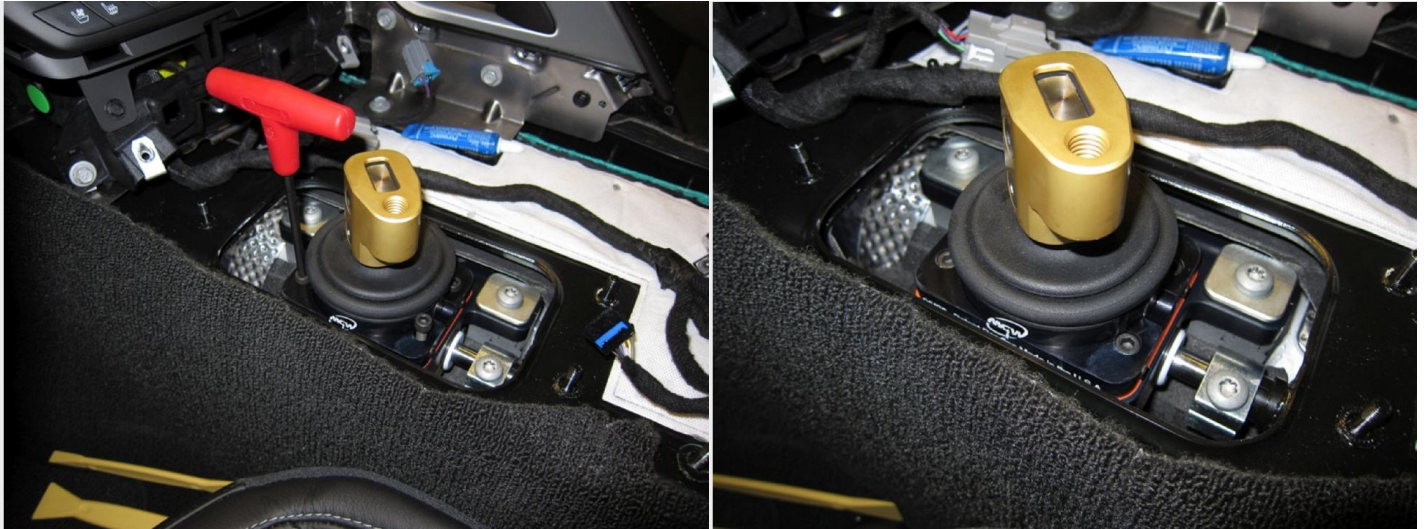
Add the included gasket:



Install the shifter with the text facing the driver:



Cross-torque the bolts *by hand only*:



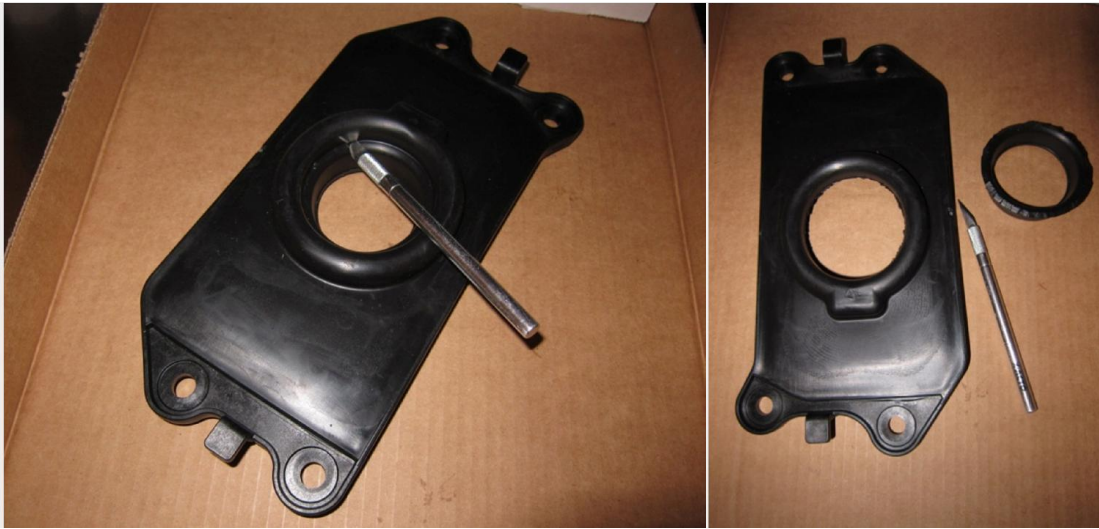
Use the included Allen wrench to tighten the locking set screws (4 in total).

They will tighten with one full revolution.

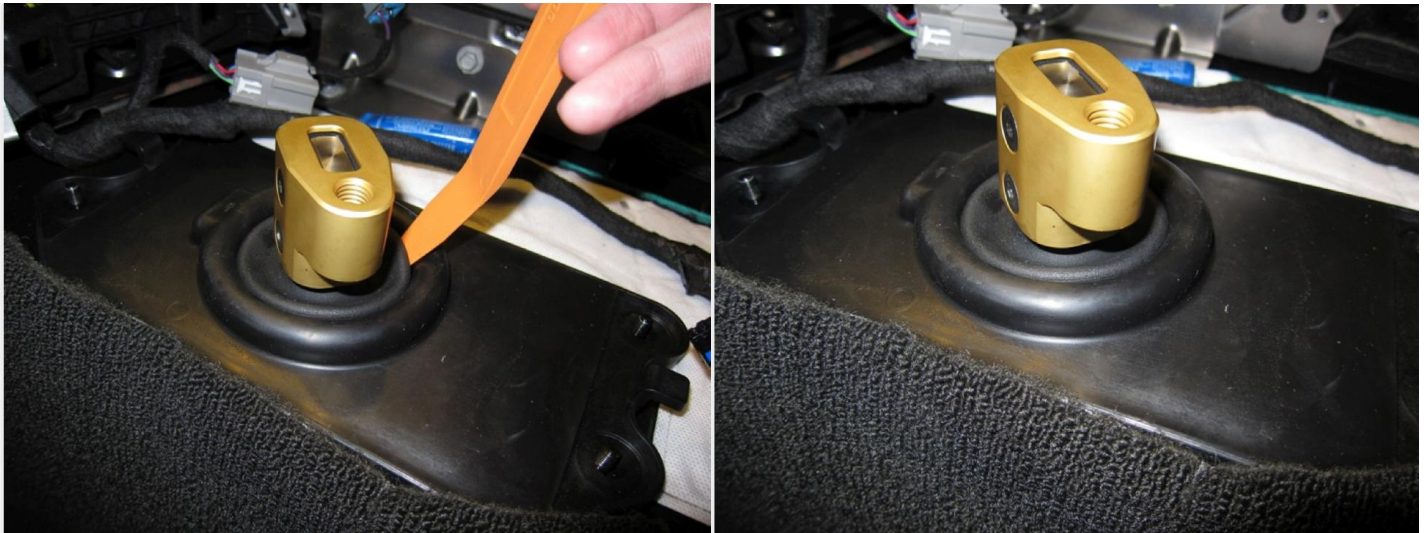


In order to make room for the MGW rubber boot, the stock cover will need to be slightly modified. This cover is bit different from the C6, but essentially the same. You will make the exact same cut as seen here:

Make the cut at the first ring 'step' where the smaller ring joins the larger:



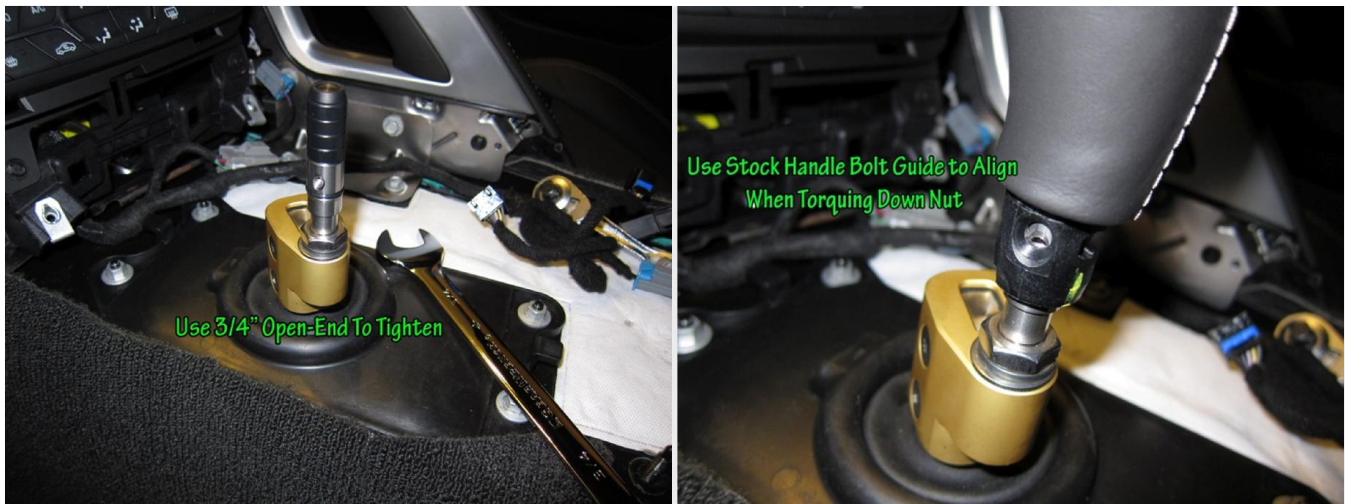
Unlike the C6, though, you will only be able to get one of the shifter's rubber 'boots' through:



Re-install the 10mm nuts:



Align and tighten the shift knob shaft (with nut, locking nut, and washer as shown). Use the stock knob to eyeball/align the screw hole. For the C7, it should be dead center left-to-right.



Reverse these instructions to re-assemble the center panel.

Enjoy your new MGW short shifter!