

Quick Shift Boot Spacer By Dave Thompson

"TECH TIP"

I was never satisfied with the long throw of the shifter in my 63 Spyder. I have always looked at the Quick Shift Kits in the catalogs and wanted one. When I finally broke down and purchased and installed one, I was not satisfied with the way that the rubber boot fit. The Shift kit raised the housing and the rubber boot too far above the carpet (Figure 1).



Figure 1

This led me to find a solution. I went to the local home improvement store and looked through every department. I was unable to find anything that would meet my needs. When I came back home to my shop, I fell upon what I think was a perfect solution; a short blank CD "cake box" (Figure 2).



Figure 2

The top was exactly the same diameter of the base of the rubber shift boot. I sorted through several cake boxes that I had in stock to find exactly the right one. The brand that chose was made by Maxell. It has a smooth transition between the top and base.

The following is the procedure to manufacture a shift boot spacer using a blank CD cake box.

1. Measure the recess between the boot bottom and the flap that goes under the carpet. That measurement is 3-1/4 inches (Figure 2).



Figure 2

2. Using a compass, draw a 3-1/2 inch circle centered on the top of the cake box cover. I found that the measured 3-1/4 inches does not allow the boot to properly insert into the cake box cover. 3-1/2 inches allows the boot bottom flap to lay flat inside the cover. Carefully, cut out the center circle. I started to use a razor knife but the box cover quickly broke (I'm glad I had two). I ended up using my rotary tool which made quick work of it (Figure 3). Trial fit the rubber boot and trim the cover as required.



Figure 3

1. Measure 3-1/2 inches across the center of the base and mark two lines. Cut the lines and around the base edge to remove the center (Figure 4).



Figure 4

I found that using a razor knife worked best on this step. Make sure you take your time and score each cut many times. Don't try to cut it all at once. I found that cutting the "brace bars" underneath also helps (Figure 5).

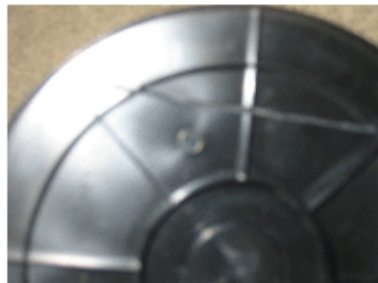


Figure 5

1. Trial fit the entire assembly on the car (Figure 6).



Figure 6

2. Remove, disassemble and paint. I used a product that was specifically formulated for painting plastic. I also chose to use a hammered finish, thinking that it would not show foot kick scratches as easily (Figure 7).



Figure 7

3. After the paint has fully dried per the paint instructions, reassemble and trial fit into the car.
4. Using two 1" #8 screws, screw the base into the carpet (Figure 8). I did not screw into the metal floorboard for three reasons: I did not want to accidentally screw into anything underneath in the tunnel, I did not want to punch holes in the floor making a possible water leak and I wanted the assembly to flex with the carpet in case it was kicked.



Figure 8

1. Slide the top cover and boot assembly over the shift lever and twist lock it onto the base. Reinstall the shift knob. Enjoy your Quick Shift Kit (Figure 9).



Figure 9

Note:

I highly recommend that when installing a Quick Shift Kit that you also replace the front shifter bushing and the rear shift coupler and pin. This will allow maximum efficiency to your shifting.

Happy shifting,

Dave Thompson