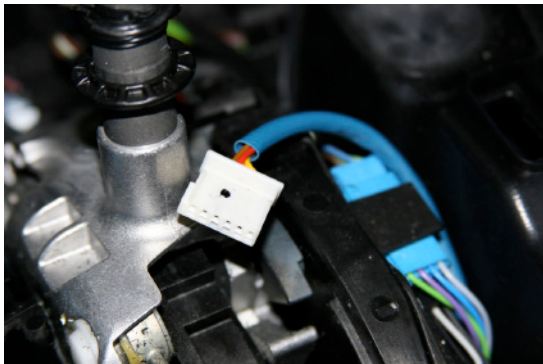




Before we get started with the actual DIY, I'd like to familiarize you with the connectors we'll be dealing with. This will help ensure a successful install and hopefully no headache. All kits were tested before shipping, so if you run into any problems please recheck your connections before contacting me. Also, don't be alarmed the steps involved are very simple, so simple infact that many of you may feel inclined to skip to the number instructions which denote the actual install instructions...

There are three connections that must be made in order to install your plug and play kit. The three connectors we need are the two connectors you should have disconnected from the shift plate and a third power (molex) connector that goes to the ashtray.

Pictured to the left is connector #1, a white pin connector.



Pictured to the left is connector #2, also a pin connector.



Pictured to the left is the power connector (molex). You'll see this on the left of the cavity after removing the shift plate. Undo the female counterpart of this molex connector by pressing in on the sides and pulling towards you. When you're done your connector should look like the picture on the left, it should still be secured to the black plastic holder.



The kit is composed of two pin connectors and their respective female counterparts. Please note that one set of these pin connectors is longer than the other.



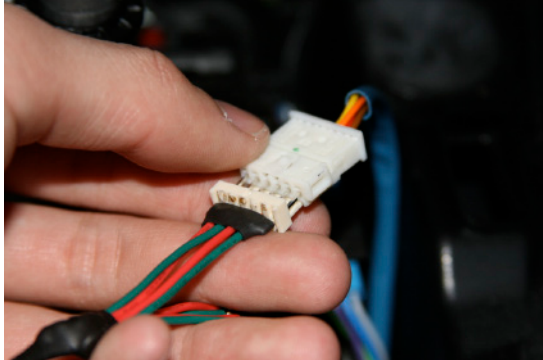
The third and last set of connectors are the power connectors. There are 6 leads total, 3 male and 3 female. Also note that two of these are marked green, and the other four are marked red. Also note that two of the four red connectors bear a black stripe. The green male connector corresponds to the green female connector, the red/black strip connector's male and female connections also coincide and the remaining red connectors also coincide.



The male pin connectors have a flat piece of plastic on one side. I'll refer to these flat pieces as the connectors' "tabs" for the rest of this DIY.

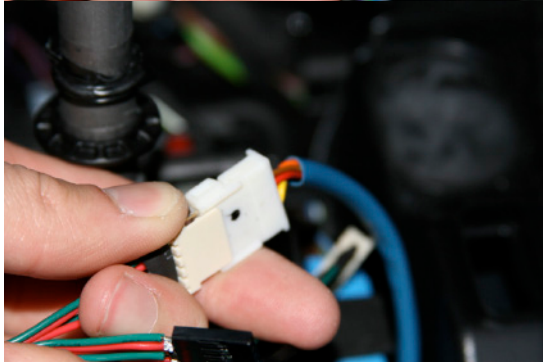


The female pin connectors on the car look like that pictured on the left (the one pictured is white, but there is also a blue connector). Note that there are 12 holes on the connector's face, but that only the bottom 6 (on the right in the photo) are actually used for pins. You'll be able to identify them by the two small ridges that run just under these 6 holes.



Now that the introduction is out of the way, it's time to get started!

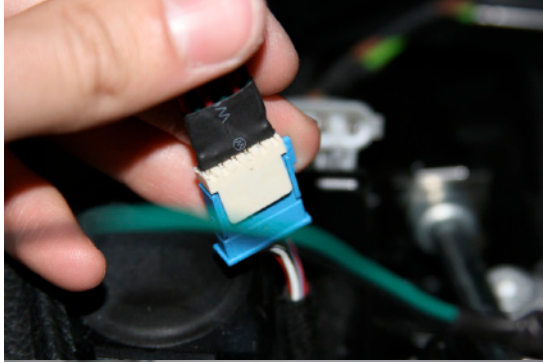
Step 1: Plug the shorter of the two pin connector sets from the PNP kit to the white connector. The tab on the PNP male connector should slide between the ridges of the white connector and act as a good guide. If you have to bend or contort the tab in any way, flip the white connector over and try again - you're doing it wrong.



Step 1b: The connector should slide all the way in and the tab should seat perfectly between the two ridges on the bottom of the OEM connector.



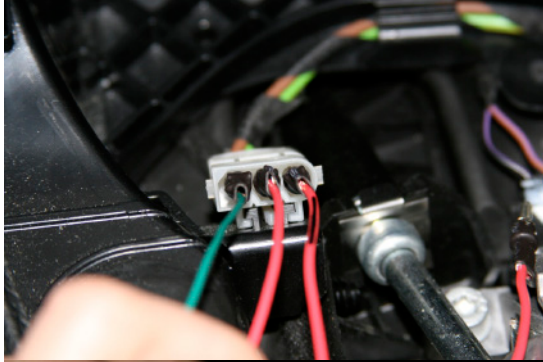
Step 2: Insert the longer (the only remaining pin connector set) of the two pin connectors into the blue OEM female connector.



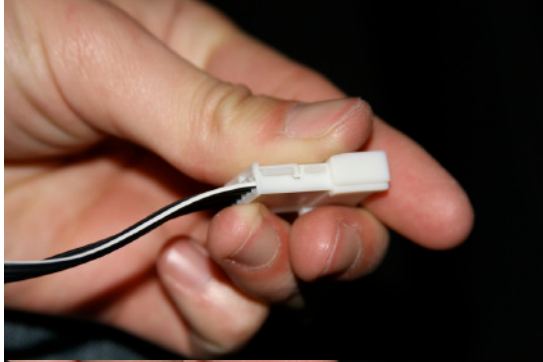
Step 2b: Here too, the connector should slide in all the way and the tab should seat cleanly between the two ridges of the blue connector.



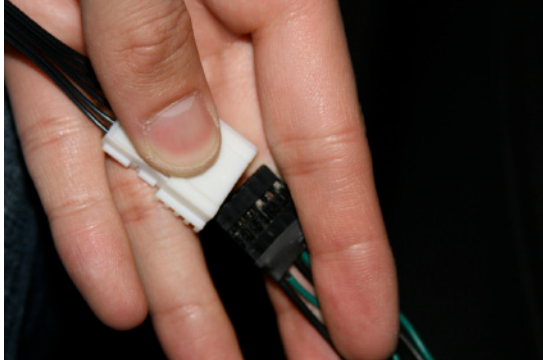
Step 3: Note the BLACK stripe on one of the two female red wired connectors. We'll now be plugging these three female connectors into the male OEM molex pins from the ashtray.



Step 3b: The pins should be seated in left to right in the following order: green, red, red/black. They should seat snugly in the molex connector and should not touch. Make sure the red/black wire is furthest to the right. Green is ground.

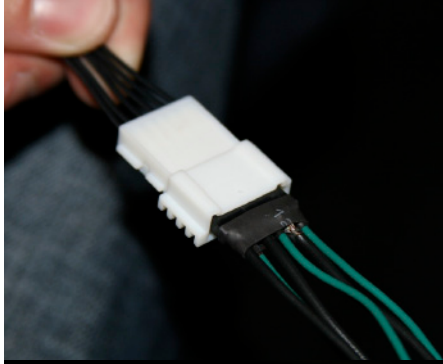


Step 4: Pictured here is the OEM connector from the SMG shift knob. Note the single white wire on the side of the connector.



Step 4b: Connect the black/green/black/green/black/green connector to the OEM connector. The PNP kit connector should be oriented as shown in the photo. The exposed connector tabs should face you and the white wire on the OEM connector should be furthest in - that is the outer green wire should correspond to the white striped wire.

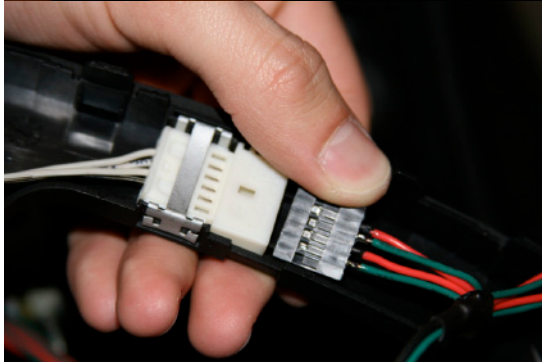
Step 5: Note that the green wire furthest to the right connects to the wire marked white and that the black wire furthest left connects to a fully black wire.



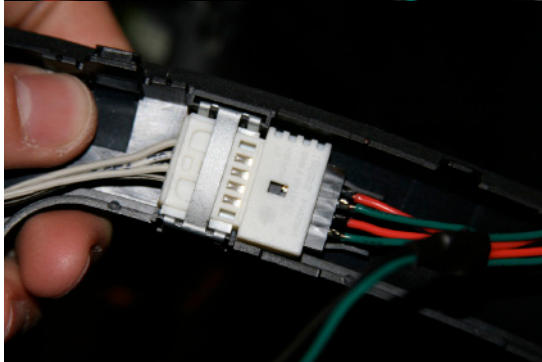
Progress check: Turn the ignition on and you should see the face of your shift knob light up if your connections in the previous steps were completed correctly. If it lights up your good to move on, if not please recheck your connections. The P, N, R and D/S should light up as well if you shift into there respective positions at this point.



Step 6: Now it's time to connect the respective female pin connectors to their male counterparts on the shift plate. The female of the shorter set of pin connectors should connect to the white connector on the faceplate. Note that the ends of the pins are visible and that the red wire is furthest to the right and that the green wire is furthest to the left in the photo.



Step 6b: The connection should look like this once you're done. Again make sure the wires are oriented correctly!



Step 7: Connect the remaining female pin connector to the blue module. Again note the orientation of the connector and wires!



Step 7b: Green furthest left, red furthest right.



Step 8: The final connection! Connect the three remaining male power connectors to the female molex connector. Note the orientation of the wires and connector with respect to the corresponding molex connector in the ashtray. Depending on the way you'e looking at this connector you may be plugging the wires in red/black, red, green or green, red, red/black so take your time and make sure you've got things oriented correctly. In the case of the photo to the left the green wire, which is the ground wire, is positioned furthest right and the red/black wire is positioned furthest left.

If you've done everything correctly, the shift plate should function just as it did before the install and the shift knob should now indicate the correct shift position. Enjoy your new shift knob!