



JAMES BARONE RACING AFTERMARKET PARTS AND ACCESSORIES

2010 – 2013 MAZDASPEED 3 Short Throw Shifter Installation Instructions

What you will need:

- Ratchet wrench
- 6" socket extension
- 10mm and 13mm socket
- Crescent wrench
- 13mm and 10mm wrench
- Window Trim removal tool or needle nose pliers
- Pick or tiny flat head screw driver
- T20 torx bit
- 3 paper clips
- 1/8" drill bit and drill
- Philips head screw driver
- Lithium grease

1. Remove the shift knob by turning it counter clockwise.



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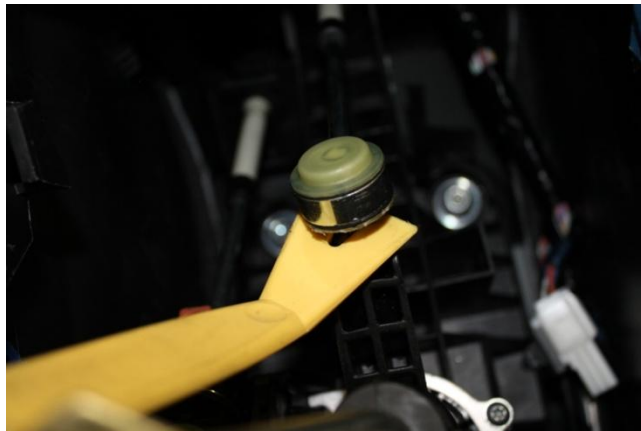
2. Remove the cup holder section of the console by grabbing behind emergency brake handle, between the cup holder and the emergency brake handle and by the cup holder cover.



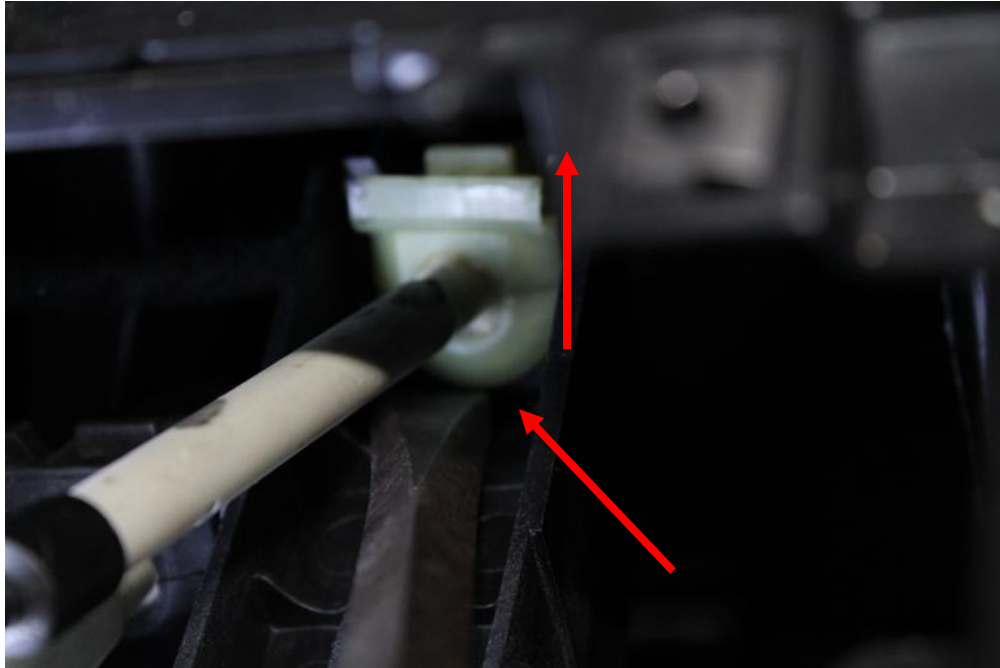
3. Remove the shift boot surround by lifting from the rear, lifting it up and over the shifter then, lay it off to the passenger side of the console.



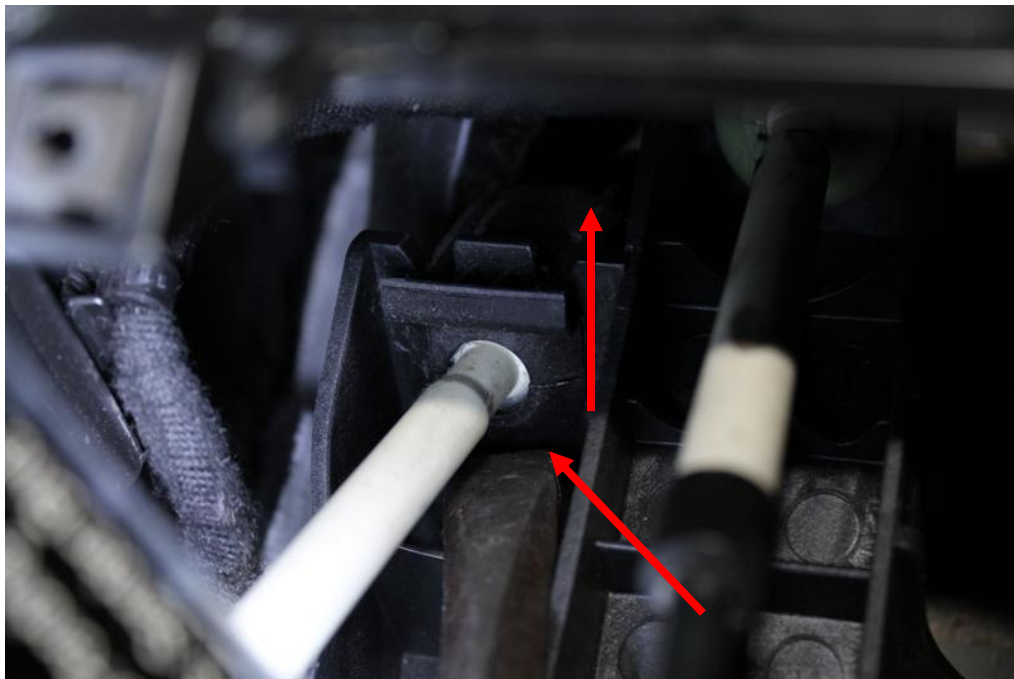
4. Using a window removal tool or needle nose pliers, carefully pop both shifter cables off.



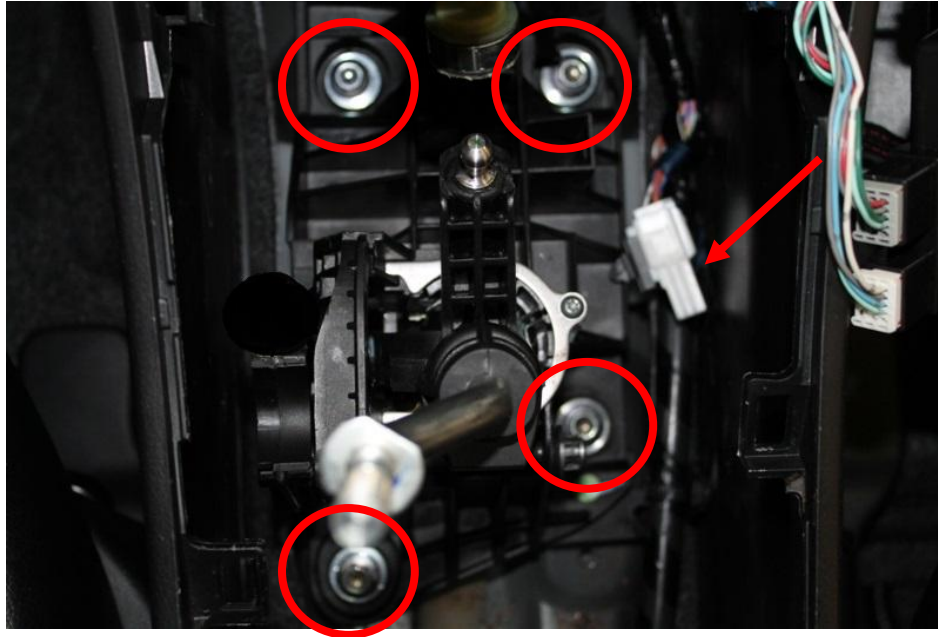
- Using a large screw driver under the lip of the cable attachment clip, pop the right cable attachment clip up to remove it from the shifter base.



- Using a large screw driver under the lip of the cable attachment clip, pop the left cable attachment clip up to remove it from the shifter base.

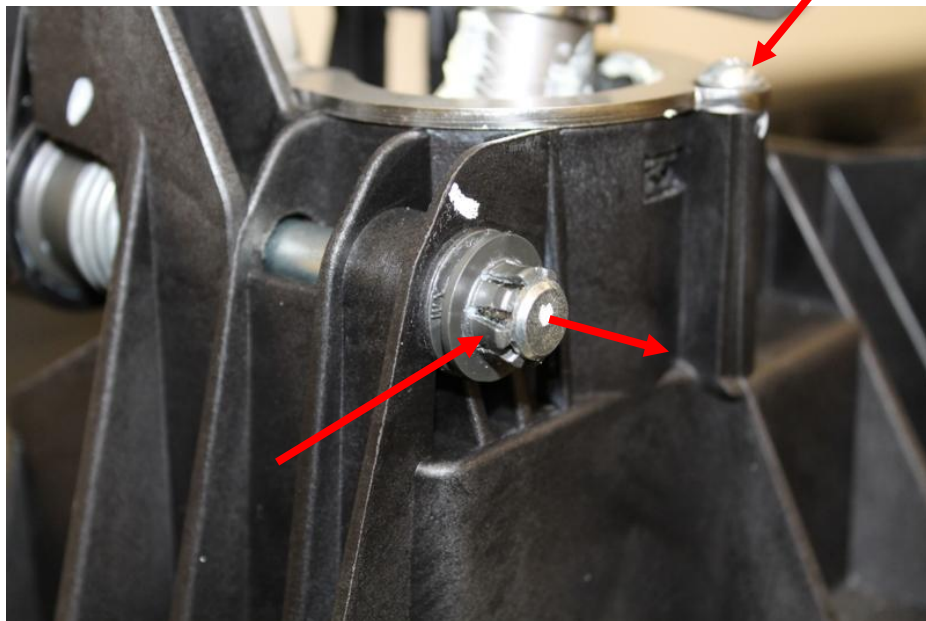


- Using a 10mm socket remove the 4 bolts that secure the shifter base to the floor of the car and disconnect the wire connector fastened to the base of the shifter. Remove the entire shifter assembly from the car.

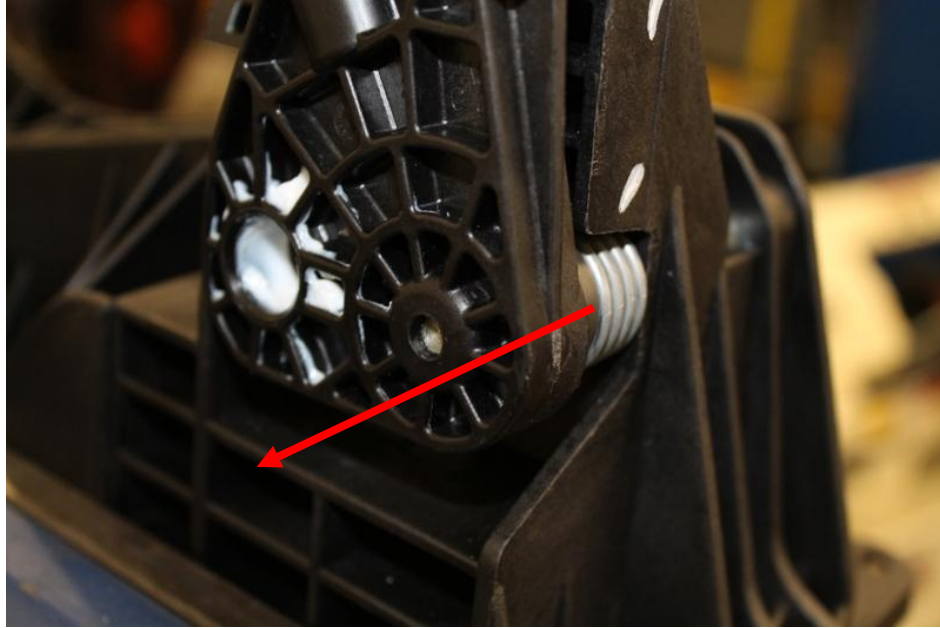


➤ If possible clamp the shifter base in a vice or to a bench to make the next several steps easier. A second set of hands can help too.

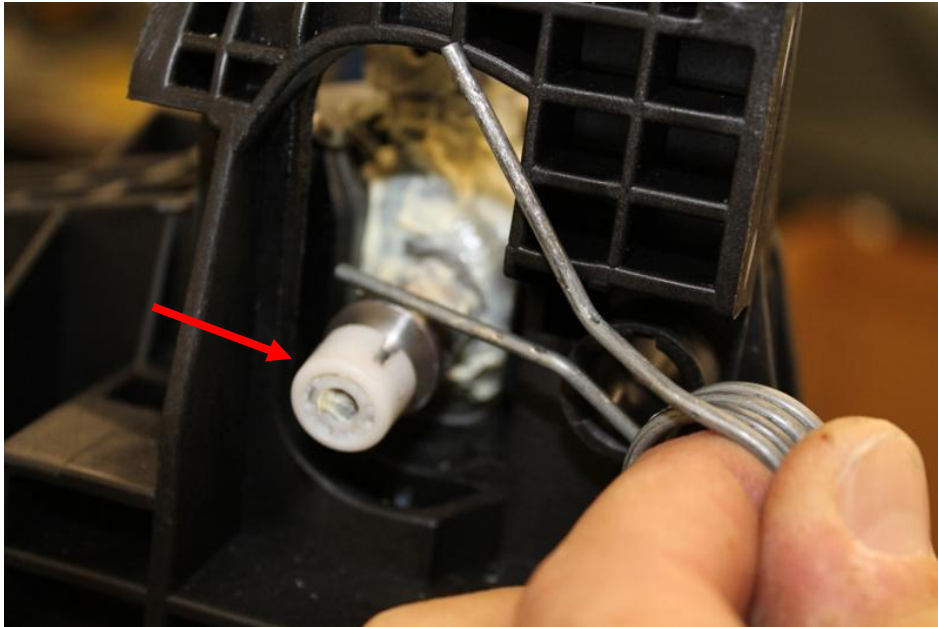
- Using a pick or tiny screw driver, very carefully lift each finger of the retainer clip shown below to pop each finger up. Once they are all popped up pull the retainer off. Next, using T20 torx bit remove the screw holding the shifter retainer and remove the retainer.



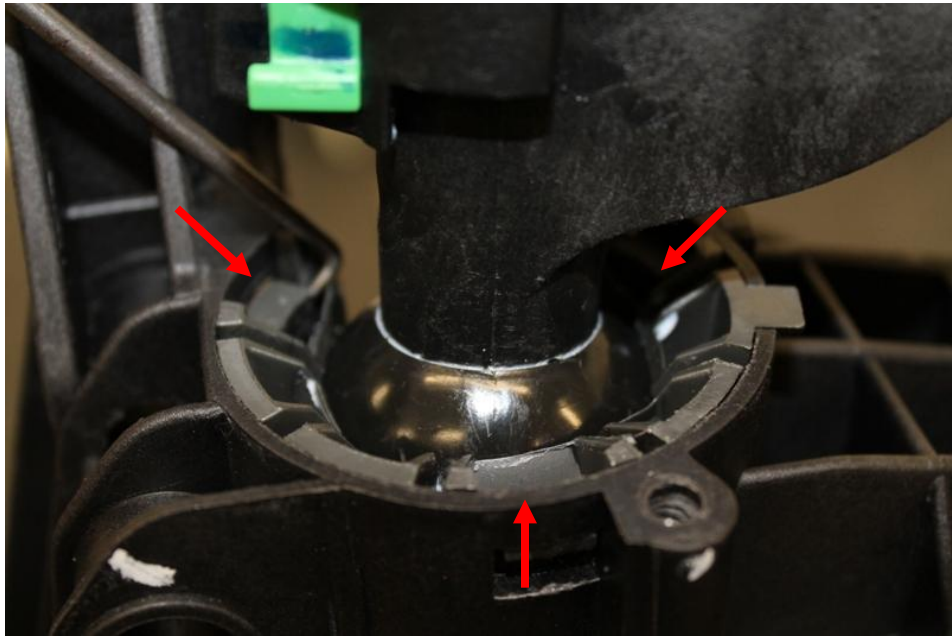
9. Now slide the cable arm out of the base of the shifter.



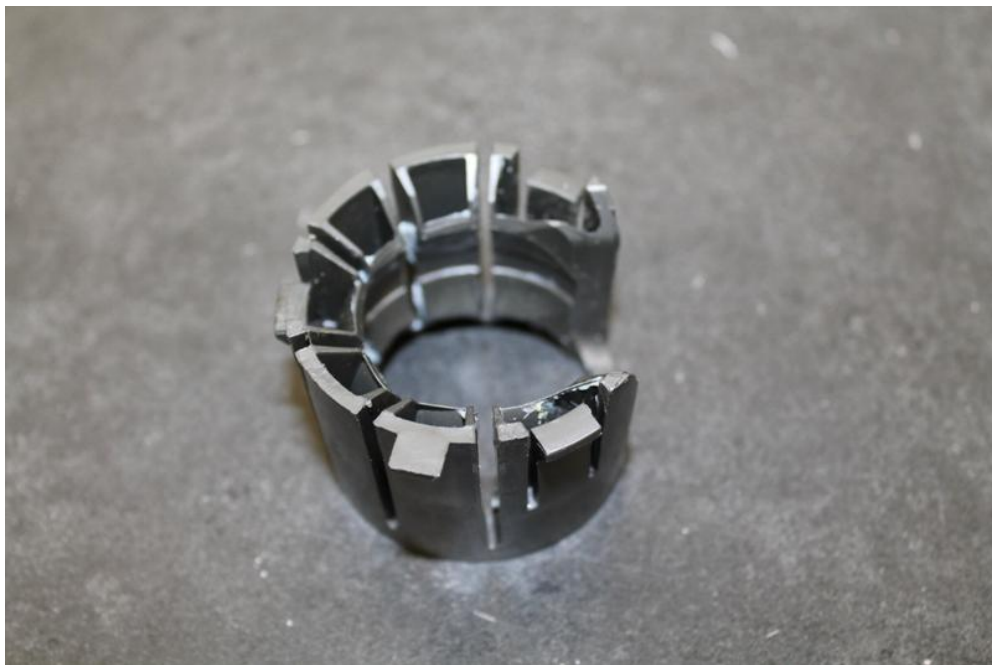
10. Remove the spring and white cap.



11. Next, using a pick or tiny flat head screw driver depress the 3 tabs holding the ball of the shifter in place and remove the shifter from the shifter base
 - Use 3 paper clips or small pieces of tie wire to hold the tabs out.



12. Remove the plastic cup from the base of the shifter.



13. Assemble the ball stud on to the adjuster plate using an 8mm nut and lock washer. Center the ball stud in the slot and tighten with a 13mm wrench and 13mm socket.



14. Assemble the adjuster plate on to the arm of the shifter using two 6mm bolts and two 6mm nuts oriented opposite of each other. Tighten the adjuster using a 10mm wrench and 10mm socket.



15. Install the gate guide over the base of the shifter as shown.



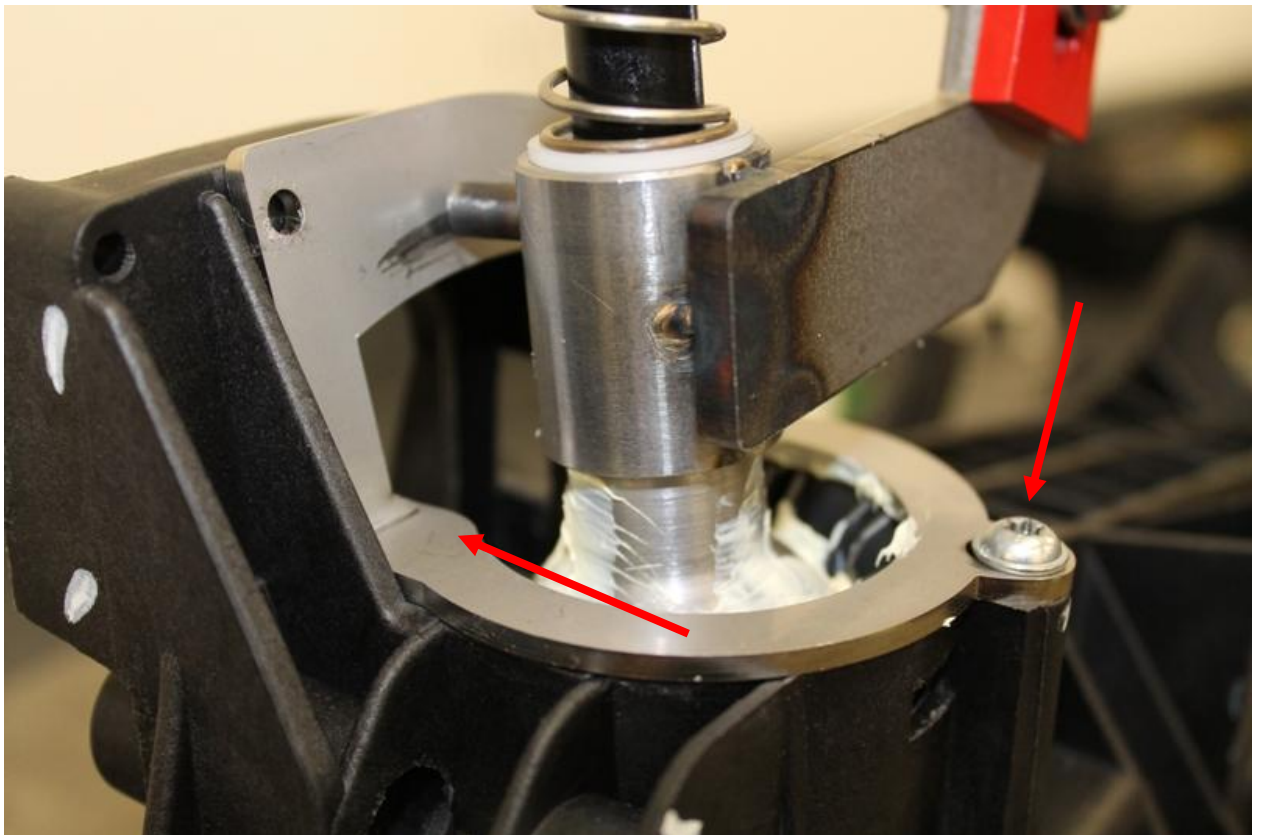
16. Using a crescent wrench tighten the selector arm actuator on to the shifter ball.



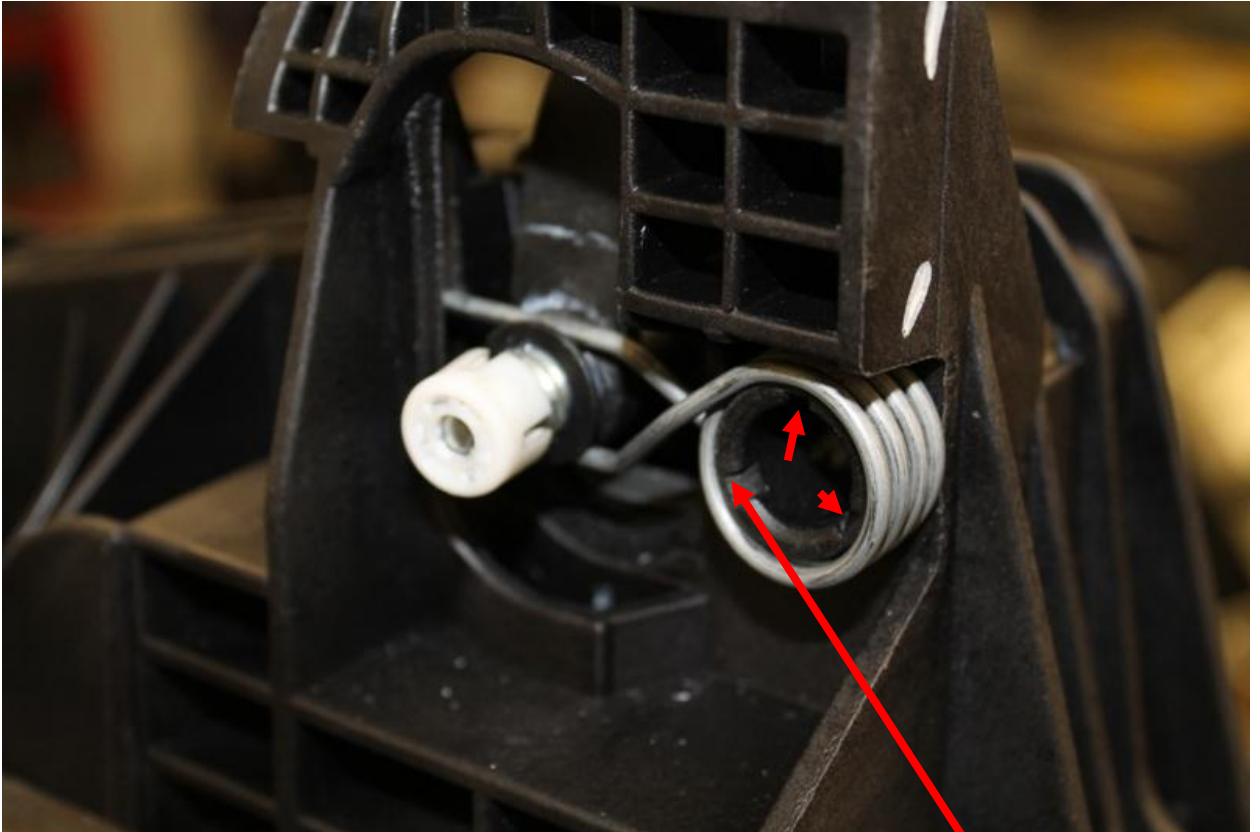
17. Using copious amounts of lithium grease, grease the shifter cup and the base of the shifter. Install the cup on to the base of the shifter.



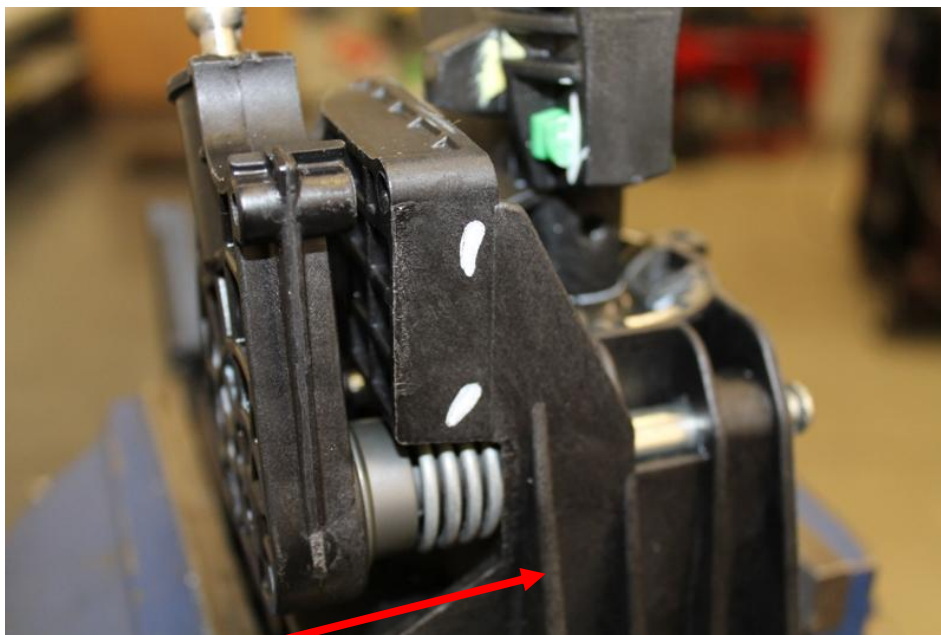
18. Reinstall the shifter assembly in to the base of the shifter. Slide the gate guide until it butts up with the OEM reverse lock out gate and install the T20 torx screw.



19. Replace the spring and white cap.



20. Put the cable arm back through the base of the shifter making the tabs on the arm index properly.

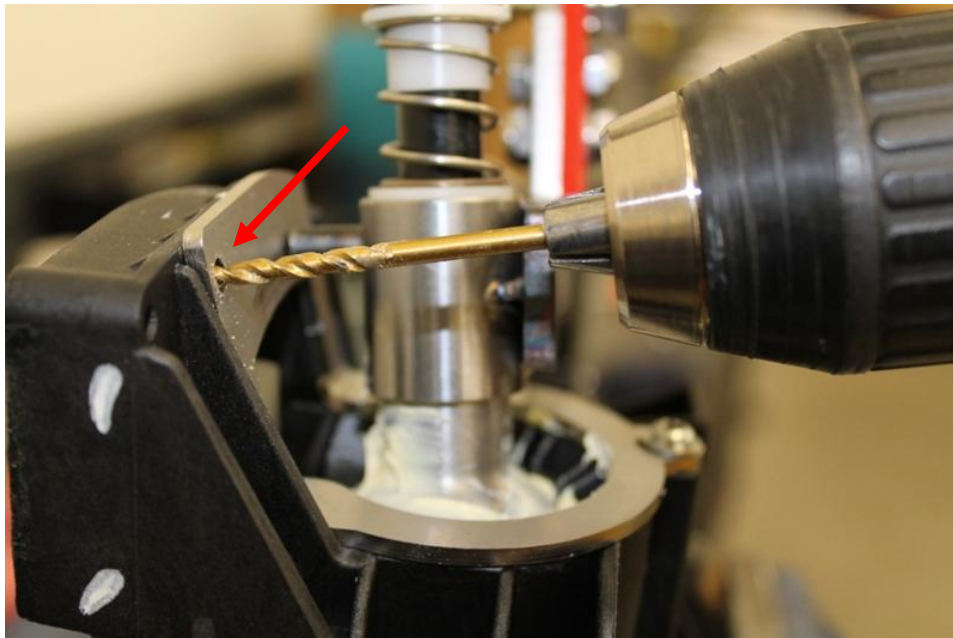


21. Reinstall the retainer clip removed in step 8 until all the fingers are engaged.

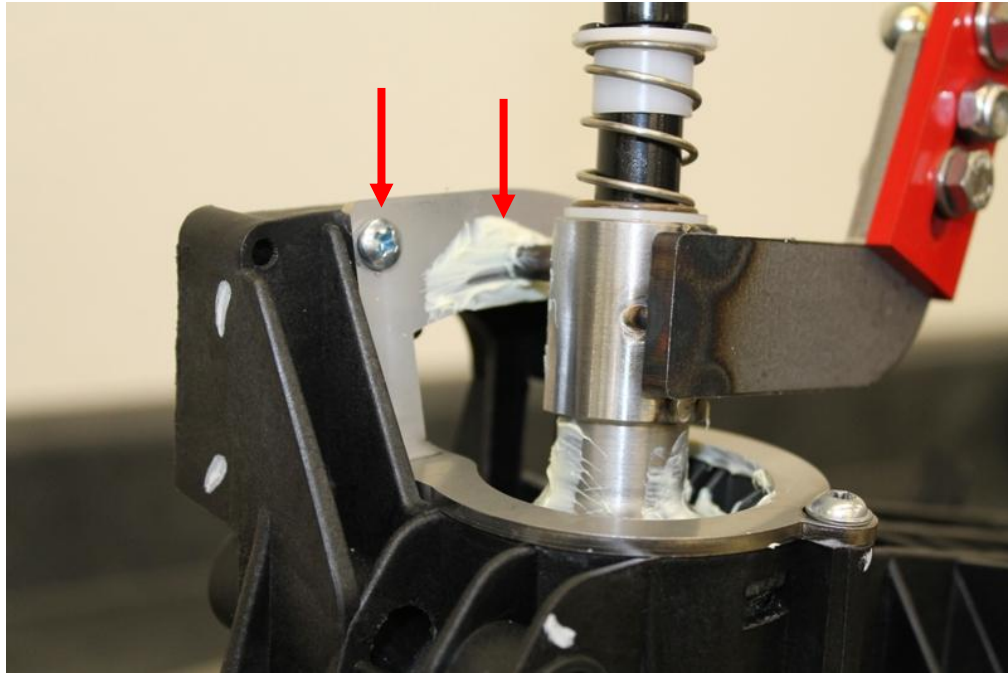


The next two steps are **optional but recommended**. Performing them will prevent a possible ringing sound from the gate guide while shifting from 1st to 2nd gear. It will prevent any possible lifting of the gate guide when disengaging from reverse. It also makes the assembly much more solid.

22. Using a 1/8" drill bit, drill through the hole in the gate guide and through the OEM reverse gate.



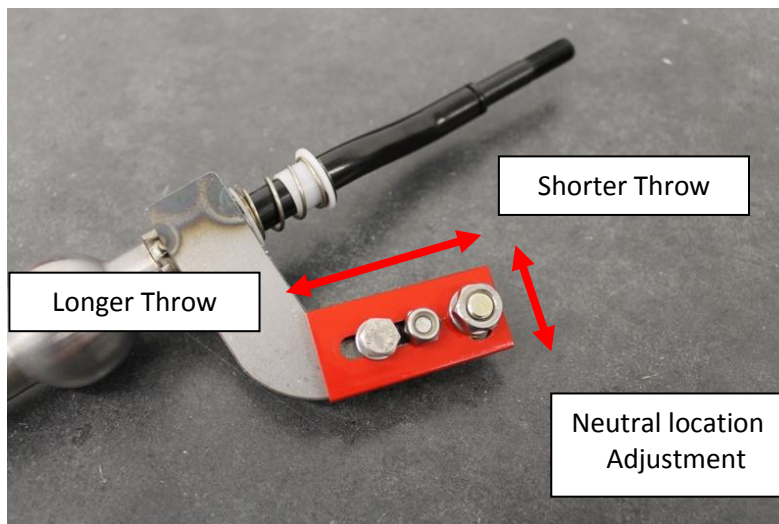
23. Install the #8 screw with a Philips head screw driver as shown and thoroughly grease the gate guide. (Do not over tighten the screw, snug is good)



24. Reinstall the shifter assembly back in to the car and reattach the cables.

Adjusting the shifter

To increase or shorten the throw, use a 10mm socket and 10mm wrench to raise or lower the adjuster plate. To adjust the neutral position, use a 13mm wrench between the cable head and adjuster plate along with a 13mm socket and move the ball stud forward or back.



2010 & 2011 Mazspeed 3 (Optional Modification)

To maximize the throw reduction for 2010 & 2011 models, the shift boot retainer ring needs to be trimmed a bit. This can be carefully done with a sharp razor knife, file or Dremel tool. Clearance the area indicated by the square below. This area does not need to be cleared to achieve a 20% throw reduction with the adjuster all the way down.



**Congratulations!! You've now completed the installation of
your new Short Shifter**

Thank you for purchasing from James Barone Racing!

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All orders are carefully inspected and packaged prior to shipment. The recipient must inspect all shipments for damage and report any damage to the carrier and JAMES BARONE RACING immediately. JAMES BARONE RACING is not responsible for damage that occurs during shipping.

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All sales are final. JAMES BARONE RACING will only except returns in the event of a manufacturer's defect. Defective items will be exchanged for the identical item or repaired at our discretion. Return shipping costs are the responsibility of the purchaser. An RMA # (Return to Manufacturer Authorization Number) must accompany all returns. In rare cases when a return is accepted, a 20% restocking fee will be deducted from the refund or credit. Shipping charges are non- refundable. No returns or exchanges will be accepted after 30 days.

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CONTACT:

If you have questions or problems, e-mail us at jamesbaroneracing@gmail.com. Posting questions or problems in the forums or other social media outlets will only delay you from getting the correct answer or personalized attention from us.