



**Installation Instructions**

F40 6 Speed Base Conversion Kit  
ZZ-F40C – Base Kit



**Estimated Installation Time: 8-12 Hours**

**Installation Difficulty: 4/5**

**Notes: Read all instructions before beginning installation.**

#### Kit Contents:

1 – Dual Mass F40 Pressure Plate	1 – 11562103-8 Flywheel Bolts	1 – F40 Rear Trans Bracket
1 – Dual Mass F40 Clutch Disk	1 – F40 Shifter Cables	1 – Billet Speed Sensor Bracket
1 – F40 Dual Mass Flywheel	1 – F40 Shift Boot	1 – Speed Sensor Extension Harness
1 – F40 6 Speed Shifter Assembly	1 – M10 x 100mm Hex Flange Bolt	1 – F40 Intermediate Shaft w/ Reluctor Wheel
1 – F40 Cast Transmission Bracket	2 – M10 x 70mm Hex Head Bolt	4 – M12 x 40mm Flange Bolts
1 – F40 Solid Shifter Cable Bracket	1 – M6 x 12mm Socket Head Screw	1 – Aluminum Top Transmission Bracket
2 – M12 x 30mm Socket Cap Screw	1 – M6 Fender Washer	1 – M10 x 30mm Socket Cap Screw
3 – M8 x 1.25 Flange Nuts	1 – F40 Shifter Bracket	2 – M12 x 55mm Hex Head Bolt
		4 – M10 x 40mm Socket Cap Screw

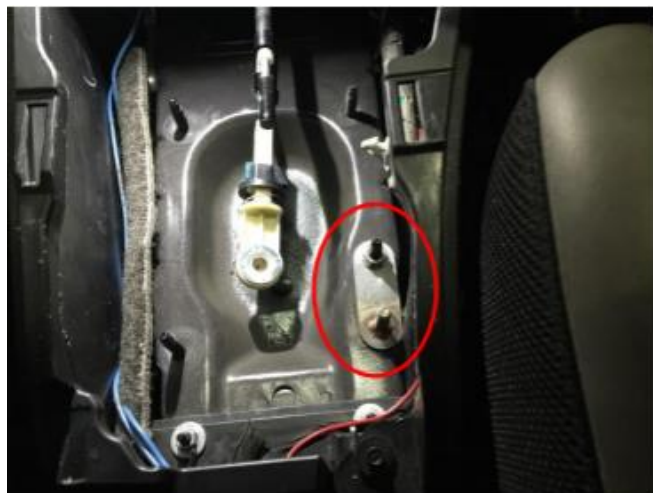
### STEP ONE:

Remove Bolts and take the square base off the shifter. You will not need to reuse the square base or the bolts.



### STEP TWO:

Once you have your factory shifter assembly removed, you'll need to install the offset stud to the floor of the car as shown in the picture below PRIOR installing your new shifter. Once you've installed the offset stud, place your new F40 shifter assembly on the mounting studs and use the factory nuts to secure it to the floor.



### STEP THREE:

Remove the plastic ring and chrome trim from the 6-speed shifter trim assembly by removing the staples. You won't use either of these two pieces.



#### STEP FOUR:

Remove the plastic ring from your factory Cobalt shifter as you will be using this with the new 6 speed shifter. You'll need to staple the leather of the 6-speed shifter to the factory Cobalt ring.



#### STEP FIVE:

Trim off the excess on this rubber piece and slide the shifter cables into the same place your factory cables came out of.







#### **STEP SIX:**

Bolt the flywheel to the crank and then the pressure plate to the flywheel with the disc inside. Be sure to note on the clutch disc the inscription telling you which side should be facing out.

#### **STEP SEVEN:**

This is an upper factory transmission mount. The pieces need to be separated as shown. The rubber mount needs to be installed in the car before putting the transmission in. The left piece in the photo can be discarded.



#### **STEP EIGHT:**

Using the factory Cobalt spacer, install the 6-speed transmission utilizing factory bolts and bolt holes. This will bolt up with no extra fabrication.

### Upper Transmission Mount



### STEP NINE:

Upper transmission mount is installed as shown with the ZZP upper billet mount attached. Hardware is provided in your kit. The bracket in the photo looks different, and now will call for 3 M10x40MM socket cap screws.

### STEP TEN:

The "C" shaped ZZP billet rear transmission mount should now be installed onto your F40 Transmission using the hardware provided in your kit.







#### **STEP ELEVEN:**

This is how the factory Cobalt transmission mount bolts up to the aluminum bracket.

#### **STEP TWELVE:**

This is your factory Cobalt front transmission mount. It will bolt up to the transmission without any brackets or fabrication.



#### **STEP THIRTEEN:**

You will receive a bracket for your shift kit; it needs to be bolted on to the transmission. Shift cables can now be hooked up.

#### STEP FOURTEEN:

You will need to remove this bracket and the one it's attached to. You'll need to cut off the bolt hole that's being pointed to.

Reinstall the bracket.







#### STEP FIFTEEN:

With that bracket out of the way, you can install the factory Cobalt speed sensor. Use the speed sensor extension harness provided with the kit. Make sure the harness is routed in a way that it will not get burned or caught in the intermediate shaft.

\*You will need to have the computer reprogrammed for it to read the speed sensor correctly.





#### **STEP SIXTEEN:**

There will be an intermediate shaft provided with your kit. It gets inserted directly into your transmission and then bolts straight to the back side of the engine. Hardware will be provided with your kit.

The factory Cobalt CV shaft can be installed on the passenger side at this time.

You will receive one new CV shaft with your kit. This will be installed on the driver's side.

Once you have the intermediate shaft installed you can now reinstall the cradle and front-end suspension components.

Next, you'll want to bleed your clutch.

To wrap up the install you'll need to reinstall your fuse box and reconnect your battery.

For questions on this product, please email  
[customerservice@zzperformance.com](mailto:customerservice@zzperformance.com)