

## 2008 335xi Short Shifter Install

- 1) Remove the shift knob and shift boot as shown in other DYI's
- 2) Remove the console trim. It is held on by about 6 clips. Open the console lid. Lift up on the trim through the shifter opening. This creates a gap that you can use to pry up the rear, as it needs to come up first.



- 3) I used a couple old gift cards to protect the console and trim and slipped the pry bar between them. Once the back pops up it is easy to lift the trim off.



- 4) You need to unplug this connector to remove the trim from the car.



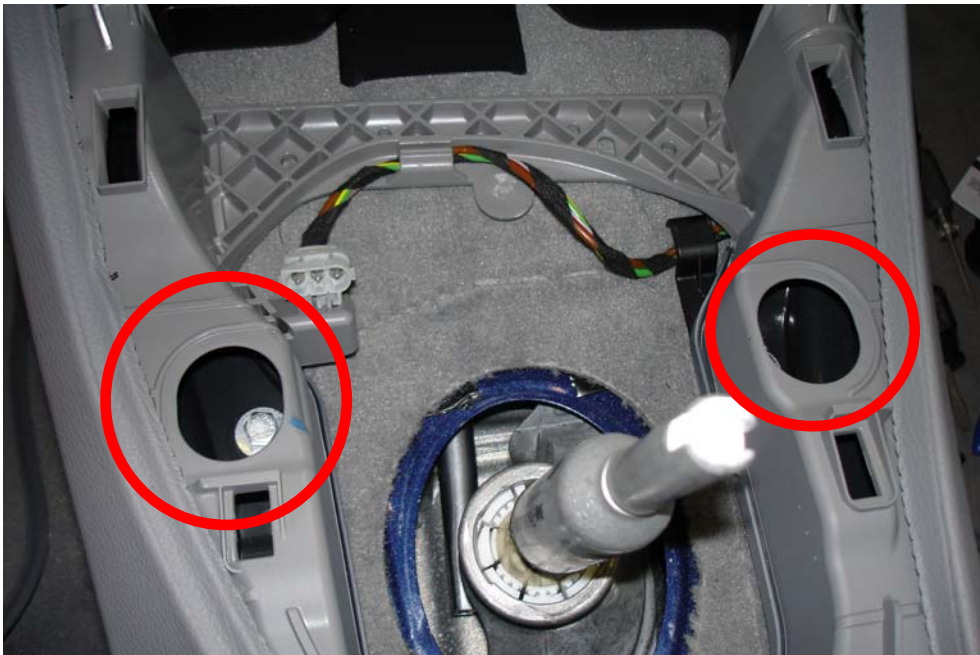
- 5) There are two 10mm bolts holding the front of the console on that are under the black plugs. I just pushed them down until they drop into the opening. This was much easier than trying to lift them off.



6) Just fish the plugs back out of the holes once you push them in.



7) Bolts located here.





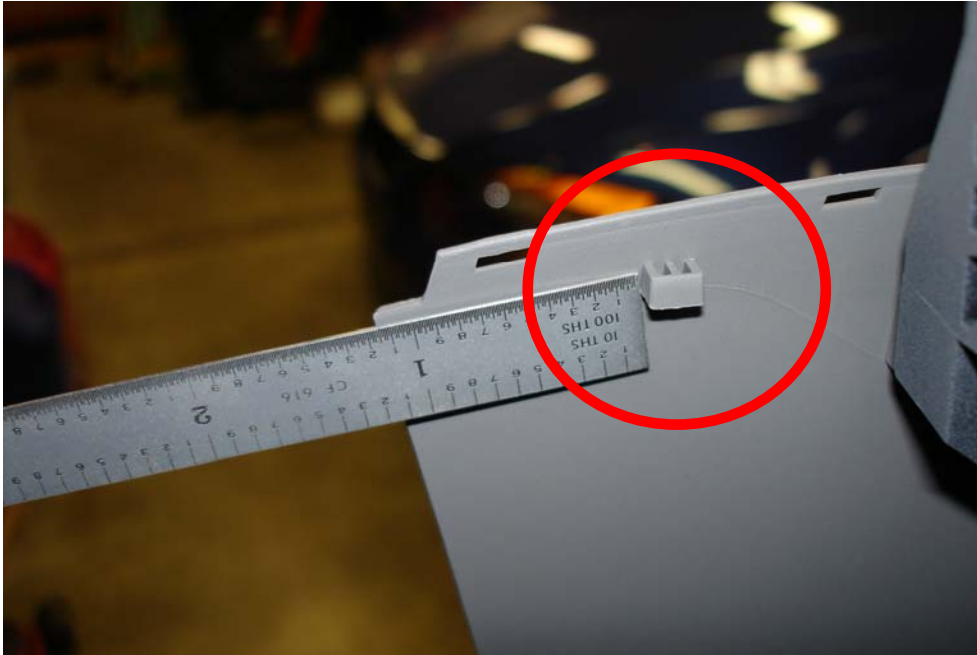
8) Another bolt picture.



9) There are two 10mm bolts holding the back of the console on. To get the back off pull out at the top corners and then slip something like the gift card up under the lower corners to release the lock tabs. There are other DYI's that show how to do this.



10) Tab ear on main center console.



11) Locking tab on back console cover. This what you want to lift up to release the cover.



12) This connector on the left rear of the console needs to be disconnected.



13) This connector at the center back of the console needs to be disconnected.





14) Pull off the cover around the parking brake lever. This comes right out. Since I was going to replace the brake handle with the M version I cut the zip tie and removed it.



15) There is a connector under the brake lever that needs to be unclipped from the console so you can lift it off. It is easier to just slide the entire connector off than unplug anything.



16) View of connector removed from console.



17) The connector in the front of the console just needs to slide down to come off the console.





18) View of shifter before the console was lifted off.



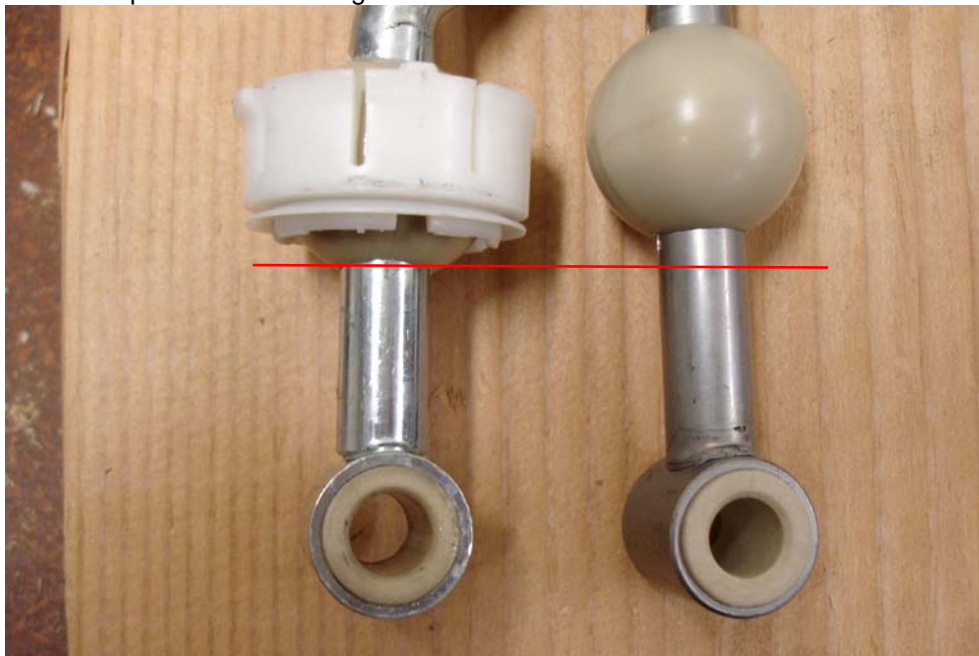
19) Just tip the back of the console up and slip it over the parking brake and now you have better access to the shifter. I was able to reach under the shifter and remove the clip with a pointed awl and needle nose pliers. I also had a telescoping magnet handy in case it fell.



20) I didn't show it but just use 2 flat blade screwdrivers to rotate the plastic cup clockwise about 90 degrees and the shifter lifts right out. You can see the difference in the overall length is not very much. SSK on top, stock on bottom. I also wanted to show the angle of the 2 shifters. I installed the shifter angled back (top of picture) as this matched the stock shifter almost perfectly.



21) Difference in pivot ball to bushing hole is what makes it shift with shorter throws.



22) Another comparison view.



23) Yet another comparison view.





24) Here was the real trick. I installed the shifter and pivot cup and then slipped the lower pin through the shifter bushing. I tried to reinstall the clip from the bottom but found that to be very difficult. I then lifted the shifter cup back out and found I could install the clip from above very easily with a pair pf needle nose pliers. It may be possible to remove the stock shift in exactly the same way which would eliminate 90% of the method I used.



25) Another view of clip from above.



- 26) Just press the shifter cup back in place, install the rubber boot (using silicone spray made this very easy), reinstall the console and



- 27) Views of finished result with 'M' knob.



28) Side view in 2<sup>nd</sup> gear. These pictures show the shifter installed with the angle tipped toward the rear of the car, which matched the stock shifter.



29) Side view in 4<sup>th</sup> gear.





30) Another side view.

