



Installation of new shifter into 1966 Chevelle
October 2008

Shiftworks created the shifter-conversion in 1991 and has several conversion kits available for various GM cars from 1964 to 1981. The idea is to modify an existing factory shifter so that it functions properly with a newer transmission. Early conversions tended to be replacing Powerglides with a TH350, while keeping the look and feel of the factory shifter. The business has grown with the restification market, the popularity of overdrive transmissions, and with requests from customers to expand the product line.

Not all shifters were good candidates for conversion. Other shifters were very popular or even not so popular and not available from the reproduction market. The aftermarket options were not really designed to work in a sixties or seventies type console and even if they did work they didn't quite look "the-part". So, Shiftworks began a process of creating its own shifter that could be used anywhere.

Shiftworks new shifter, named the "Trans-stormer", is now available as either a rod linkage or cable actuated shifter. As a rod shifter it can be mounted very close to or beneath the floor to accommodate those early Impalas, Novas and Corvettes, not to mention the 67 Camaro. As a cable shifter it can be used in any number of factory consoles. Its unique mounting system enables it to be mounted to any irregular surface. Or, if you do not have a console already, Shiftworks offers its own console.

There are optional stainless steel handle lengths and knob styles. The standard button top knob is available in Black or White, and a new unique Smoothie knob is available also.

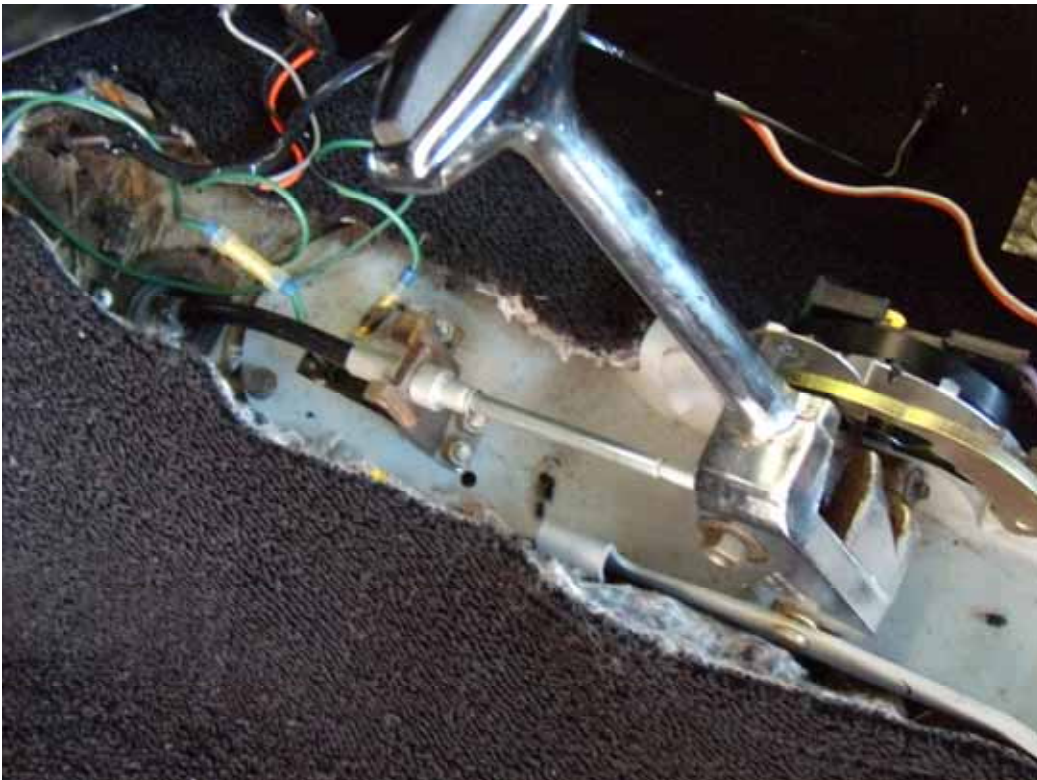
To showcase the versatility of the new Trans-stormer shifter we decided to install it in our 1966 Chevelle. The Chevelle came with a factory console and a Powerglide Transmission. Currently it has the 200-4R overdrive transmission and one of Shiftworks cable conversion kits installed.



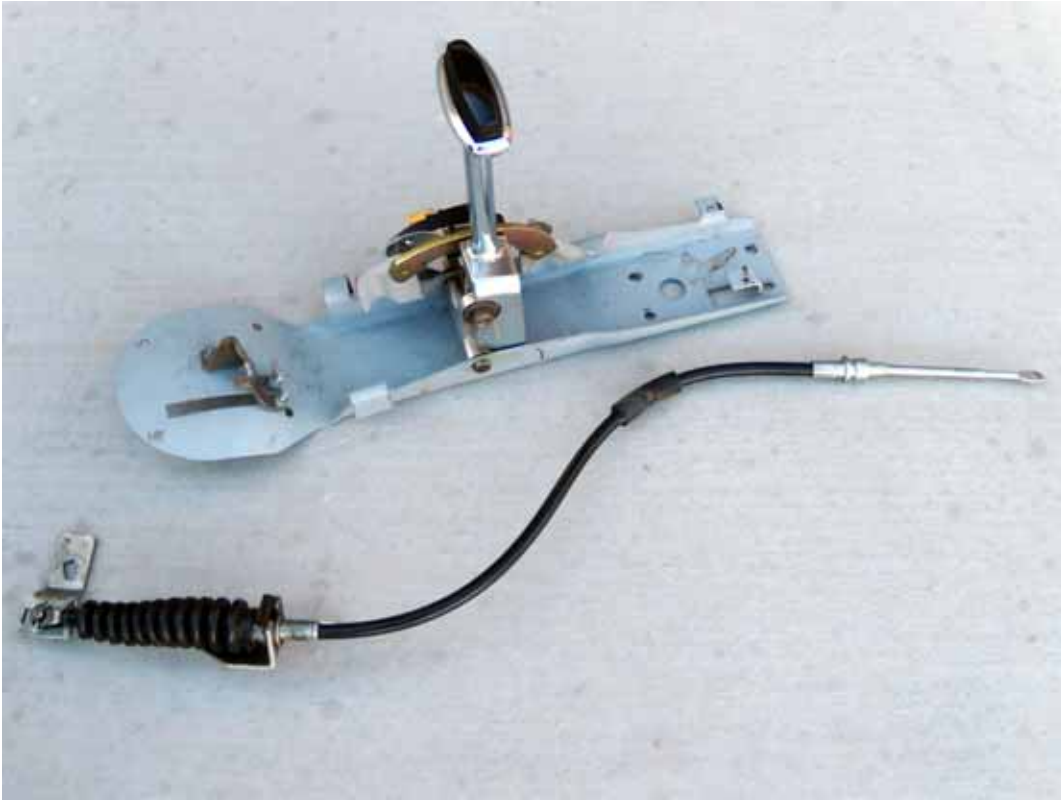
Factory shifter in 1966 Chevelle



First disconnect the battery



Console removed



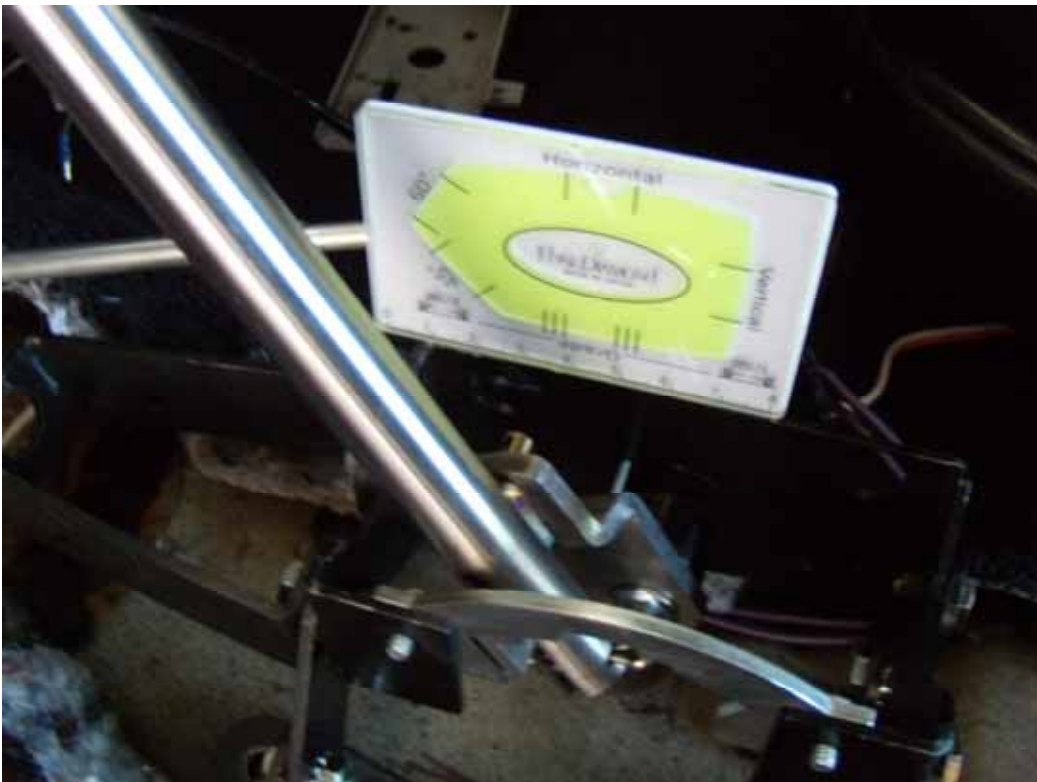
Factory shifter with Shiftworks overdrive conversion and GM cable removed after 18 years service.



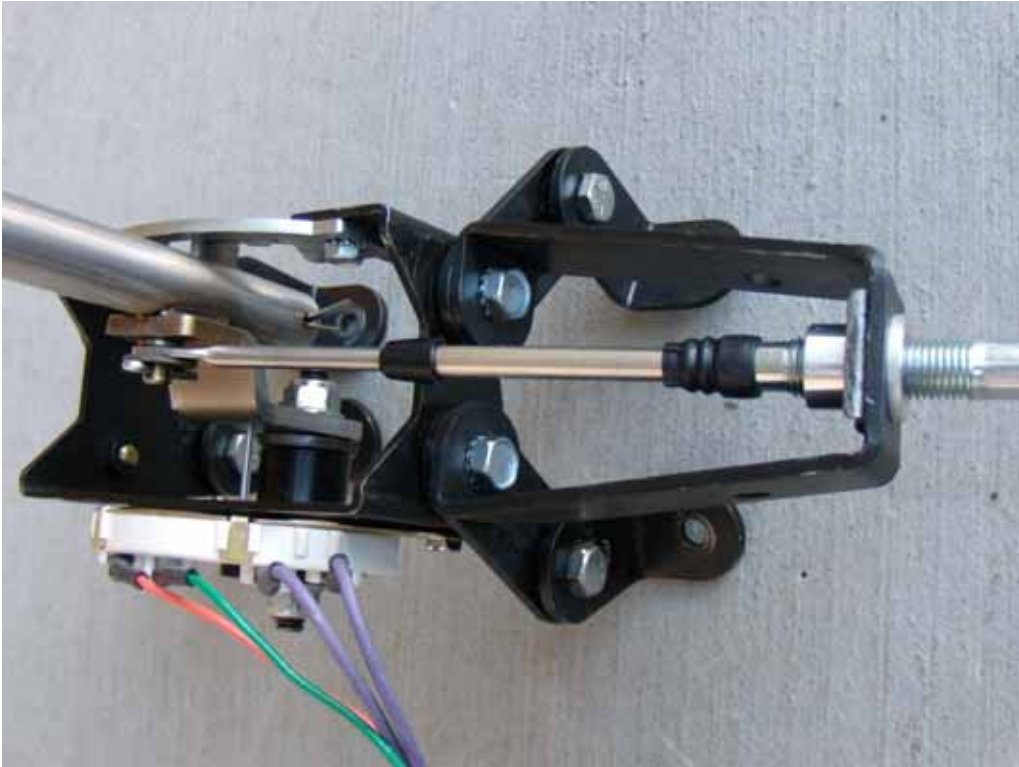
New shifter set up as for cable



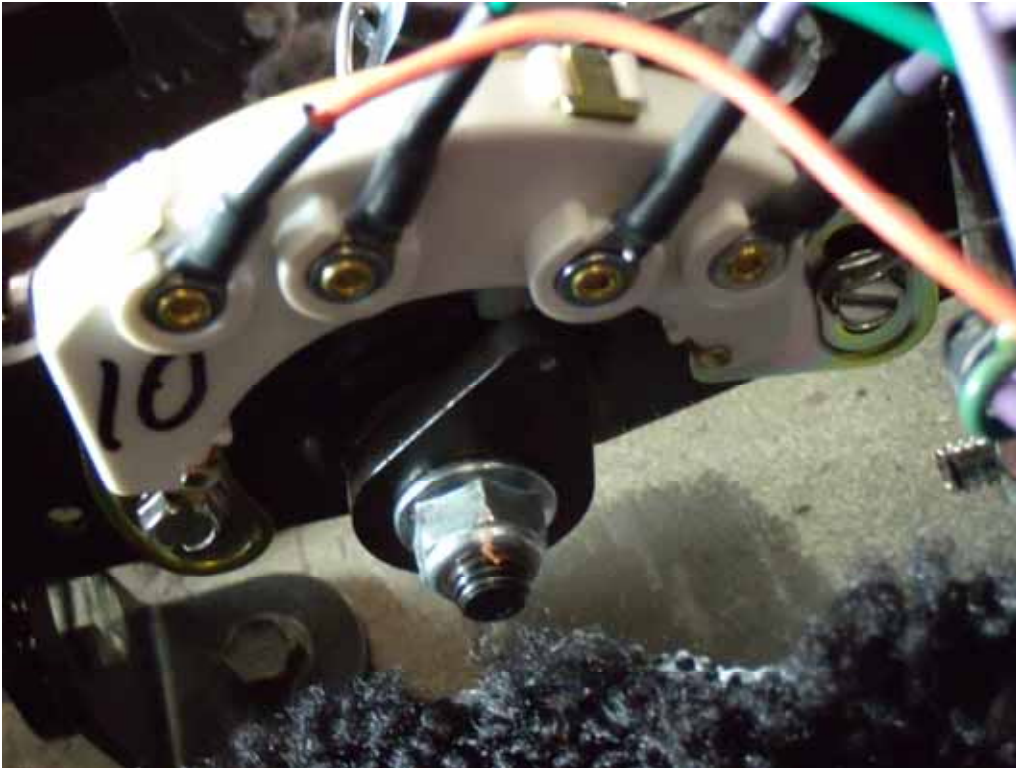
Locating shifter on tunnel with console as guide



Leveling shifter



Shifter with cable and neutral safety/backup light switch installed



Note for 66 Chevelle console shifter is reversed 180 degrees and switch placed on outside. This is an intentional design feature to enable fit in different consoles.



Shifter installed in car. Note original large hole in floor from Powerglide shifter, and location of cable exit hole in floor. Exit hole is about 5 1/2 inches from forward point of shifter.



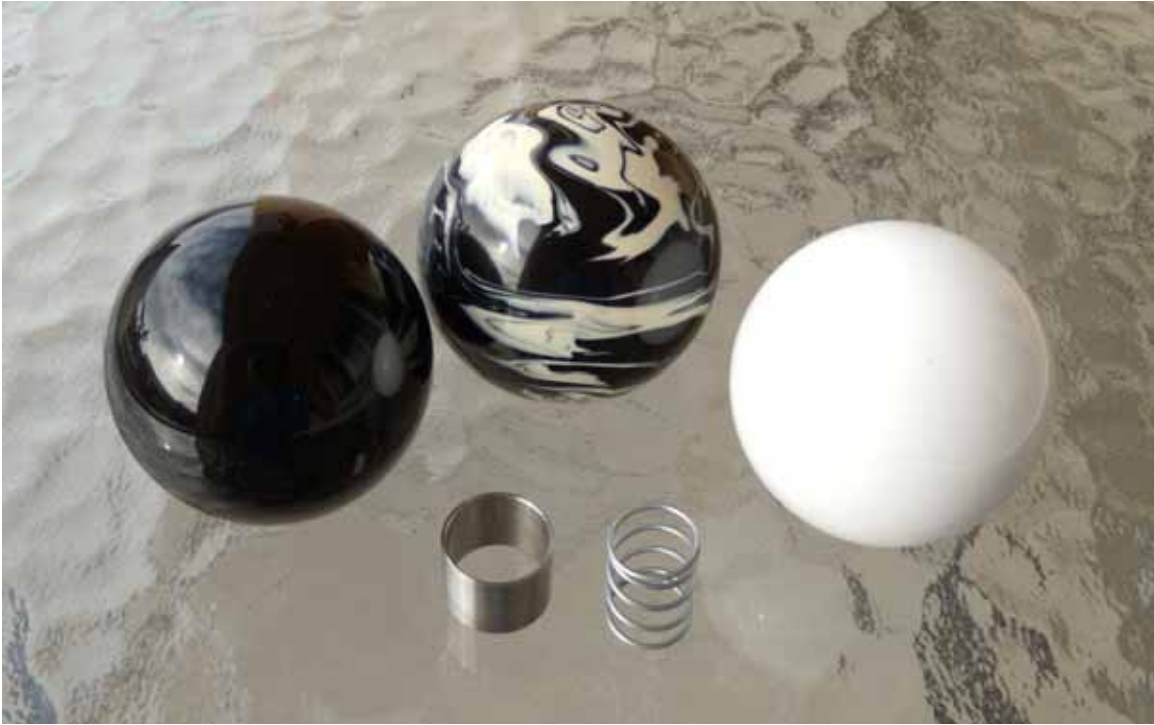
Cable installed at transmission



Shifter installed with 8 inch handle and Smoothie 8 Ball knob



Shifter installed with 12 inch handle and Black Button Knob



Optional Smoothies

The new shifter installed has a simple and unique look to it. It looks like it belongs in the car, and different choices in handle and knobs can customize the shifter to almost any vehicle.

Of course other handles and options are under development.

Herb Grabb
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