

## **MGW Flat Stick Shifter**

They are available in black, blue, silver or red.

The MGW Flat Stick Shifter is now available for the C7 Corvette (including Grand Sport and Z06.) The patented design utilizes state of the art materials and designs offering both a short throw with ease of shifting all gears. Includes the full lower box and alignment tool, not just the upper base.



- Shifter assembly is completely machined from aircraft grade aluminum and all billet components are hard coat anodized for a lifetime of service. All steel components are aircraft grade stainless steel.
- Shifter has integral dust and noise boot to eliminate tranny noise and keep shifter internals clean.
- Shifter assembly is complete and only uses the OEM shift rod and shift ball cup. A key component available on their website not found on most other aftermarket shifters are excellent video's.

In addition there is this detailed install PDF.

George at MGW recommends watching the C6 video as it includes all install elements from start to finish. These are 4, all available at this URL:

<https://www.mgwshifters.com/shifters/corvettes/71>

**C6 But Useful as it is Similar to the C7 with the Latest Info; 19 minutes**

**C7 Removal Console; 9 minutes**

**C7 Install of Lower Shifter Box; 14 minutes:**

**C7 Install of Shifter, Supplied Noise and Heat Insulation Material; 13 minutes:**

# Why Did I Install the MGW Flat Stick Shifter?

Installed the same cue ball size shift knob on my Grand Sport that I had put on my 2014 C7.

On the Grand Sport had two problems:

1. First the aluminum rig came loose from the leather shift boot and
2. Second the screw holding the OEM knob sheared from the screw head!

After about a year was hearing a rattle in the shifter and suspected it was the aluminum base on the aftermarket knob versus the plastic base on the OEM knob. However, since managing the screw head shearing by having the knob attached with only a few screw threads and gluing the aluminum ring to the leather, I was reluctant to remove the knob.



A number of forum posts have praised the MGW shifter. Looking at their install videos was impressed with the design. Forum comments are very positive. Called George at MGW and was very impressed with his knowledge. Mentioned the rattle and he said he has had other reports of the cue ball knob causing vibration and noise between the shift arm and knob!

Liked the appearance of their new “Flat Stick” and the fact that it came with a rubber grommet that would replace the aluminum OEM grommet. However, it comes with a 2-inch shift ball and I have been used to a full cue ball size 2 ¼ inches that fits my fat hand! George said no problem, order without the knob and get one from EPCO, they make many types as well as custom knobs:  
[\(http://www.epcoshiftknobs.com/\)](http://www.epcoshiftknobs.com/)

Bought both!

This is a PDF of my install. Most pics were taken from MGW videos with my written commentary from the video info and my own install.

George suggests watching the C6 video as it's the latest, but I found all valuable.

**BOTTOM LINE: Shifts Great- No Noise-Very Precise!  
23% Reduced Stroke from OEM with No Vibration**

## Documented Shorter Stroke



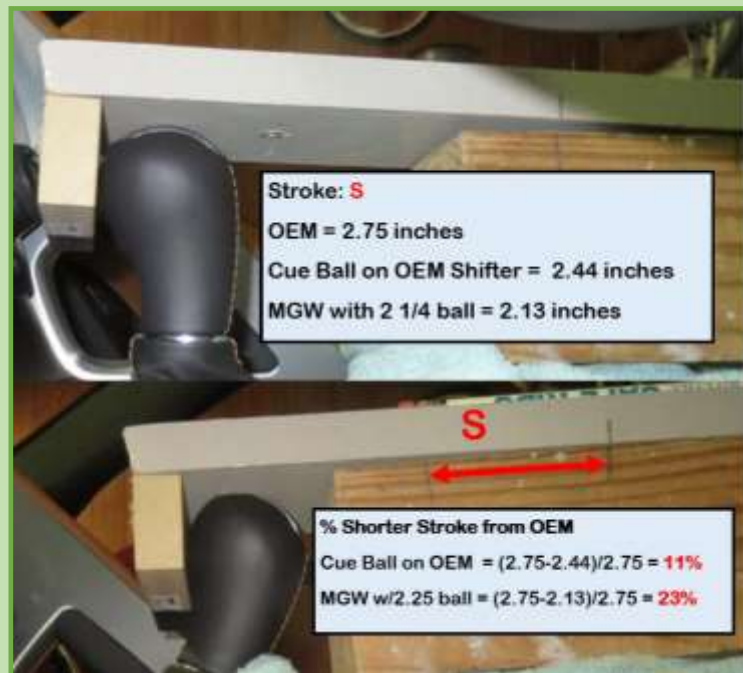
When installing the simple cue ball replacement knob it reduced the stroke since the mounting screw versus the height of the knob was less.

That resulted in an 11% shorter stock. Good but not like the shorter stroke in shifter designed for that purpose.

Most of the shorter stroke shifters use a simple method of changing the fulcrum location so a shorter knob movement will result in a longer movement

of the shaft that controls the transmission.

We made actual measurements of the stroke using the fixture pic right. As shown, compared to the OEM knob the cue ball knob that replaced it reduced stroke 11% while the MGW shifter with a 2 1/4 inch cue ball knob decreased stroke 23%.



## Vibration

In addition, the vibration was much less even when holding the shifter at the bottom through the leather boot. With the Cue Ball knob on the OEM shifter it vibrated, which caused an objectional buzz noise especially at the natural frequency of the system!



The billet aluminum MGW shifter and the isolated shifter shaft bushings (green arrows pic left) are no doubt a major benefit.