



SHORT-SHIFTERS.COM

4H-TECH Short Shifters. Power shifters for quicker and shorter gear changes

Fitting guide for 4H-TECH UP1-SHIFT, UPTSI-SHIFT AND UPGTI-SHIFT.

This guide can be used for 3 different 4H-TECH Short Shifters to be fitted in the following cars:

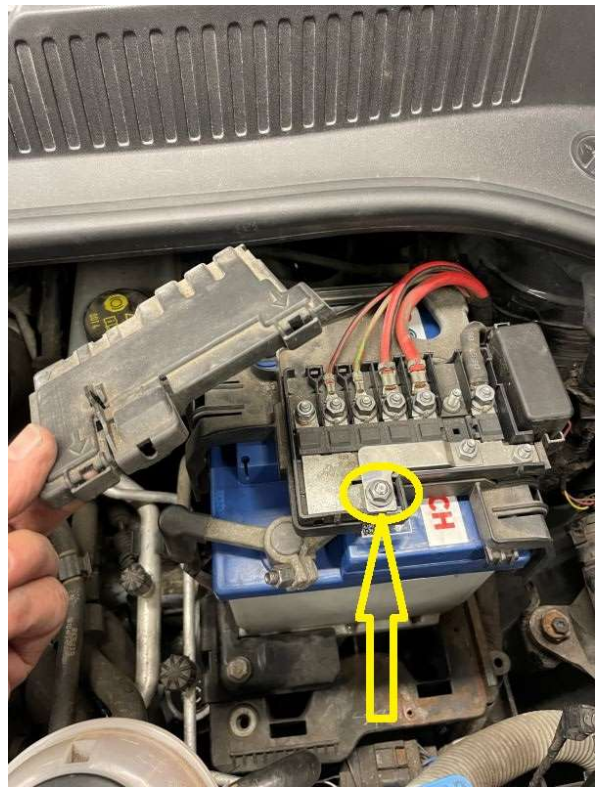
- VW UP! 1.0 3-cylinder 60hp (UP1-SHIFT)
- VW UP! 1.0 3-cylinder 75hp (UP1-SHIFT)
- VW UP! 1.0 3-cylinder 90hp TSi (UPTSI-SHIFT)
- VW UP! 1.0 3-cylinder 115hp GTI (UPGTI-SHIFT)
- Seat Mii 1.0 3-cylinder 60hp (UP1-SHIFT)
- Seat Mii 1.0 3-cylinder 75hp (UP1-SHIFT)
- Skoda Citigo 1.0 3-cylinder 60hp (UP1-SHIFT)
- Skoda Citigo 1.0 3-cylinder 75hp (UP1-SHIFT)

The guide shows the fitment of the UP1-Shift, but the fitment of the other 2 short shifter systems (UPTSI-Shift and UPGTI-Shift) are the same.

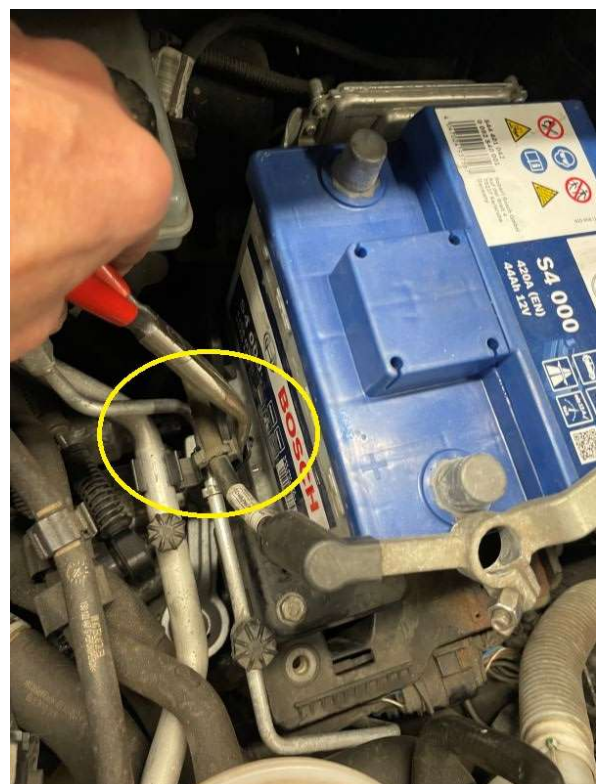
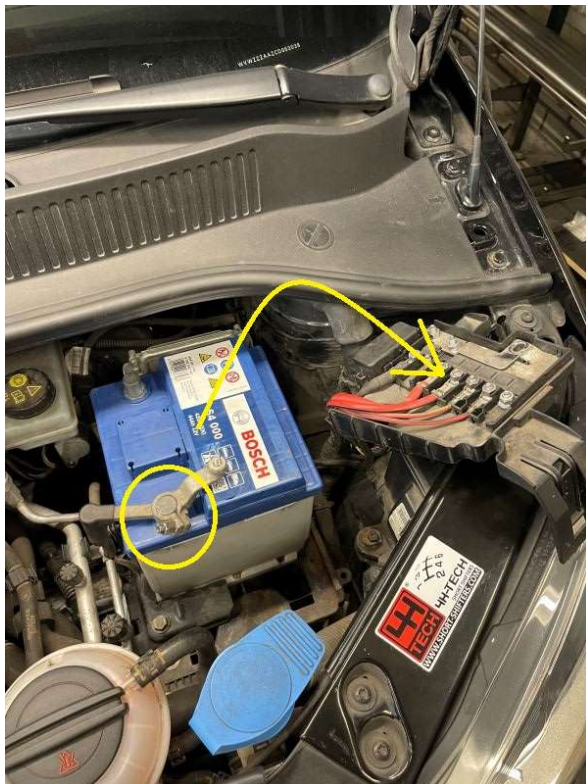




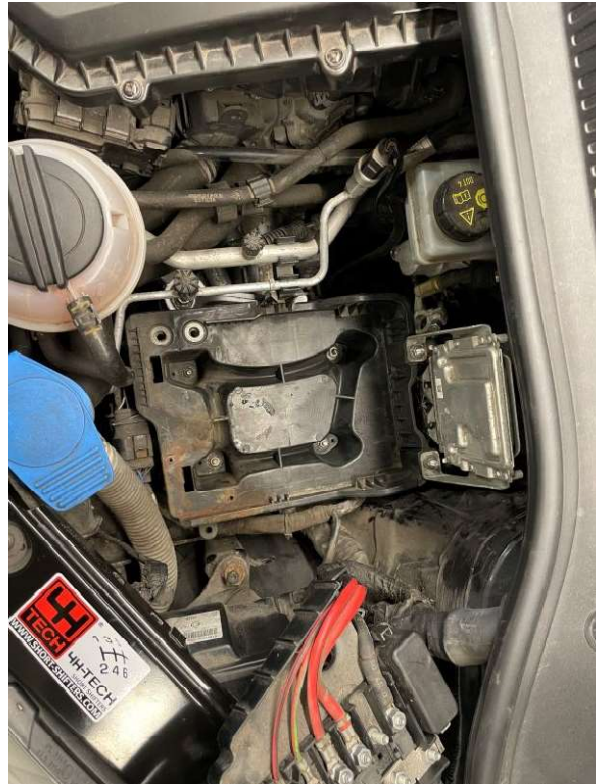
Undo the minus from the battery



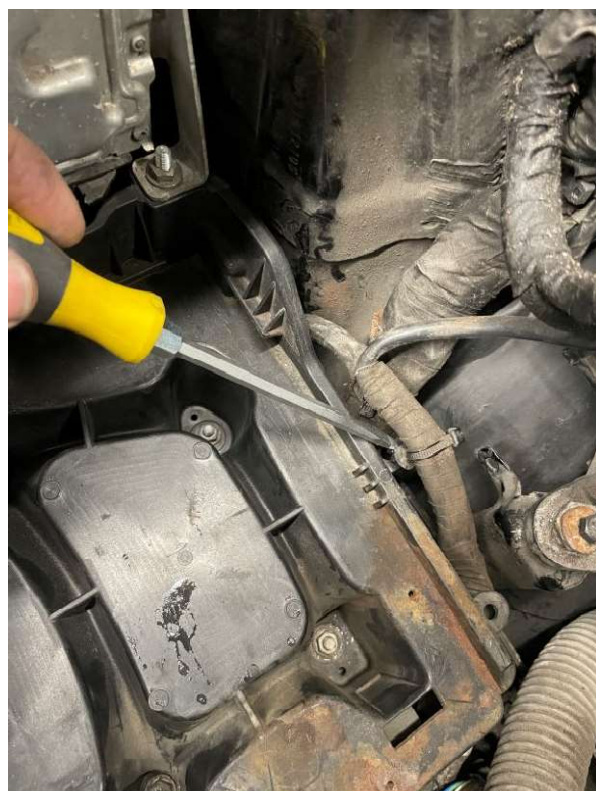
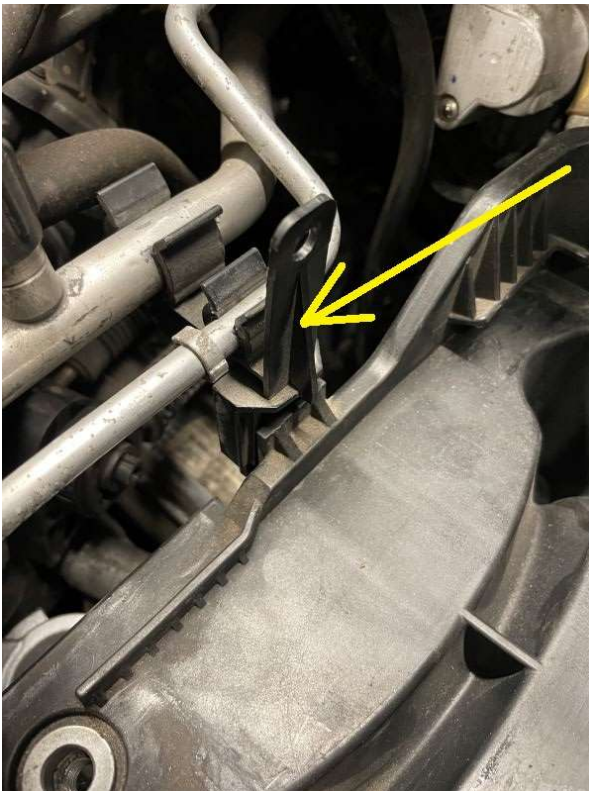
Remove this plastic cap and loosen this nut.



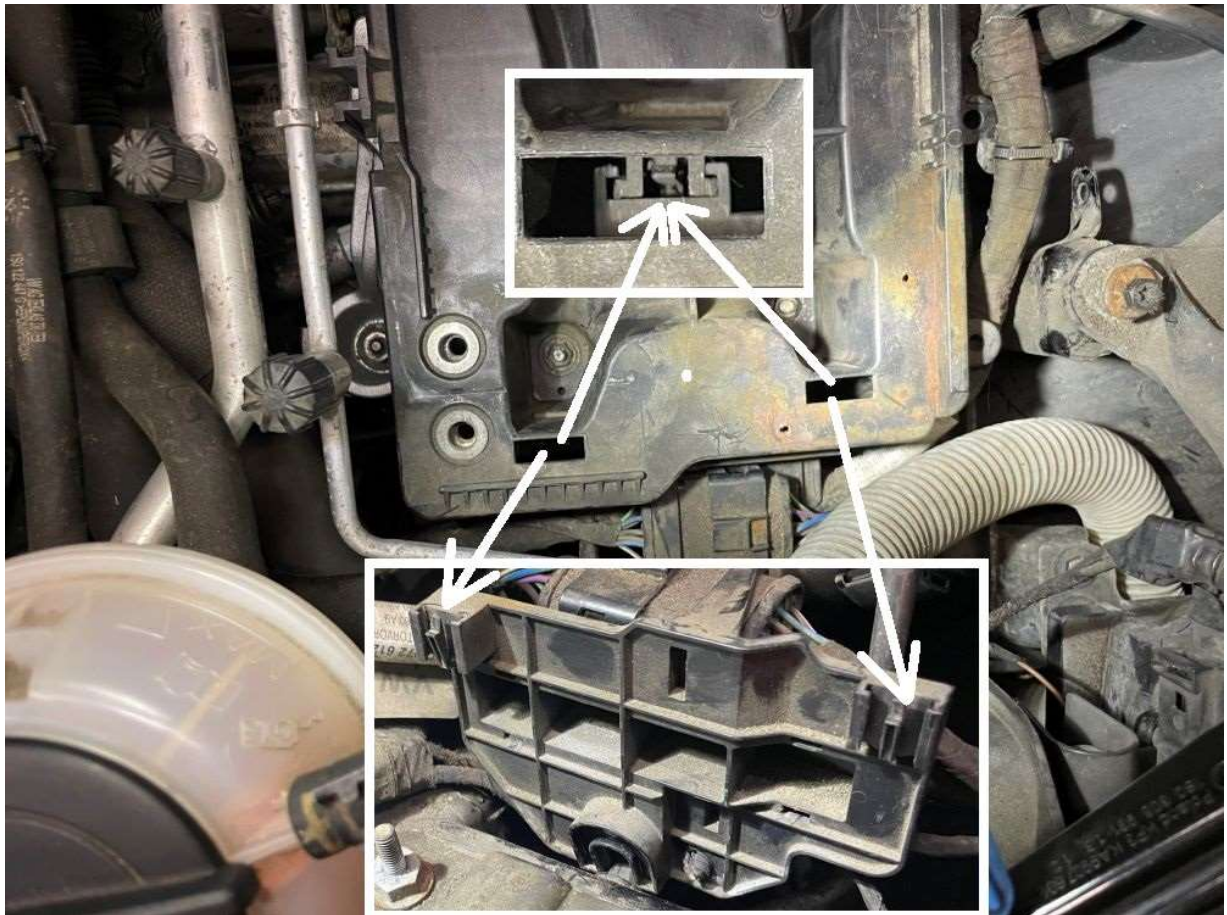
Put the plus 12V distribution aside and undo the plus 12V cable from the battery.



Remove the bracket which holds the battery, and remove the battery.



Unclip this plastic bracket which holds the airconditioning pipes and undo the wiring loom clip.



Use a small screw driver to unlock the front wiring loom bracket from the battery tray.(2 lips)



Loosen the 2 nuts which hold the ECU bracket and push this unit to the back.



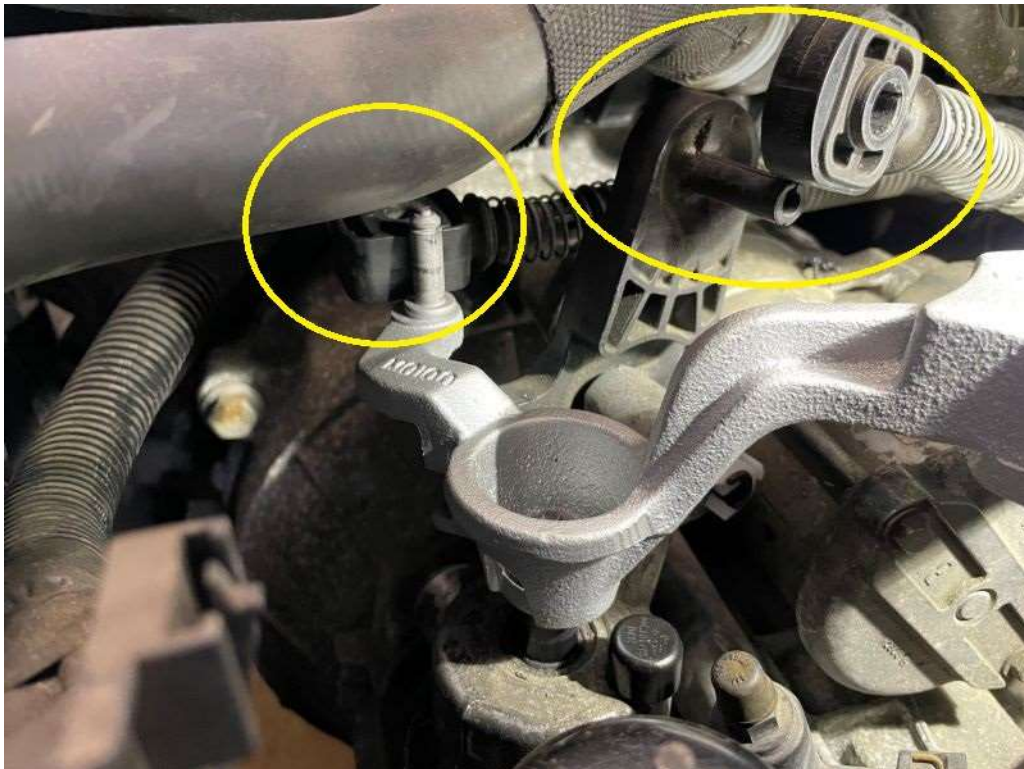
Loosen the 4x M6 nuts which hold the battery tray, and remove it.



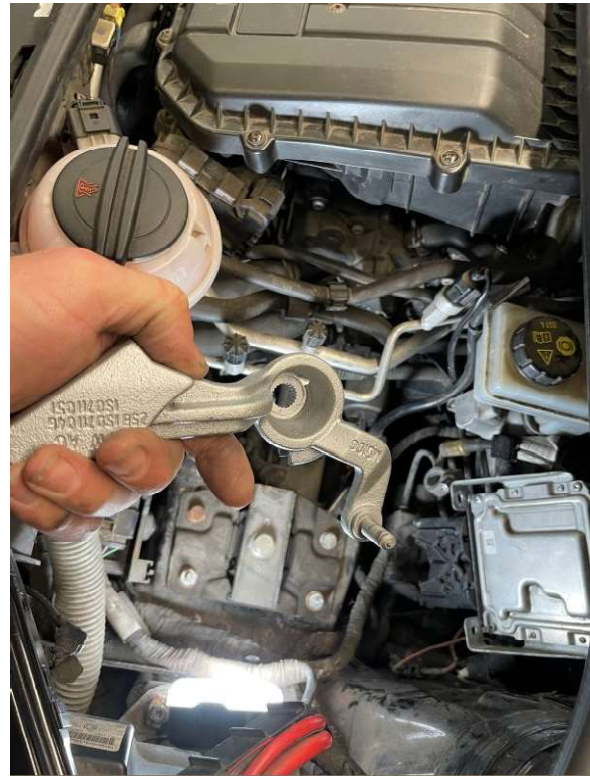
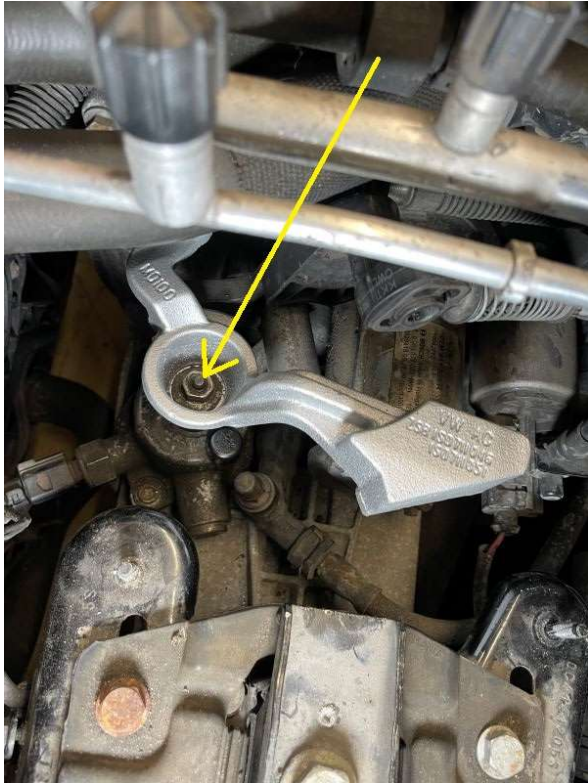
Push the selector cable bracket from the selector with pliers.



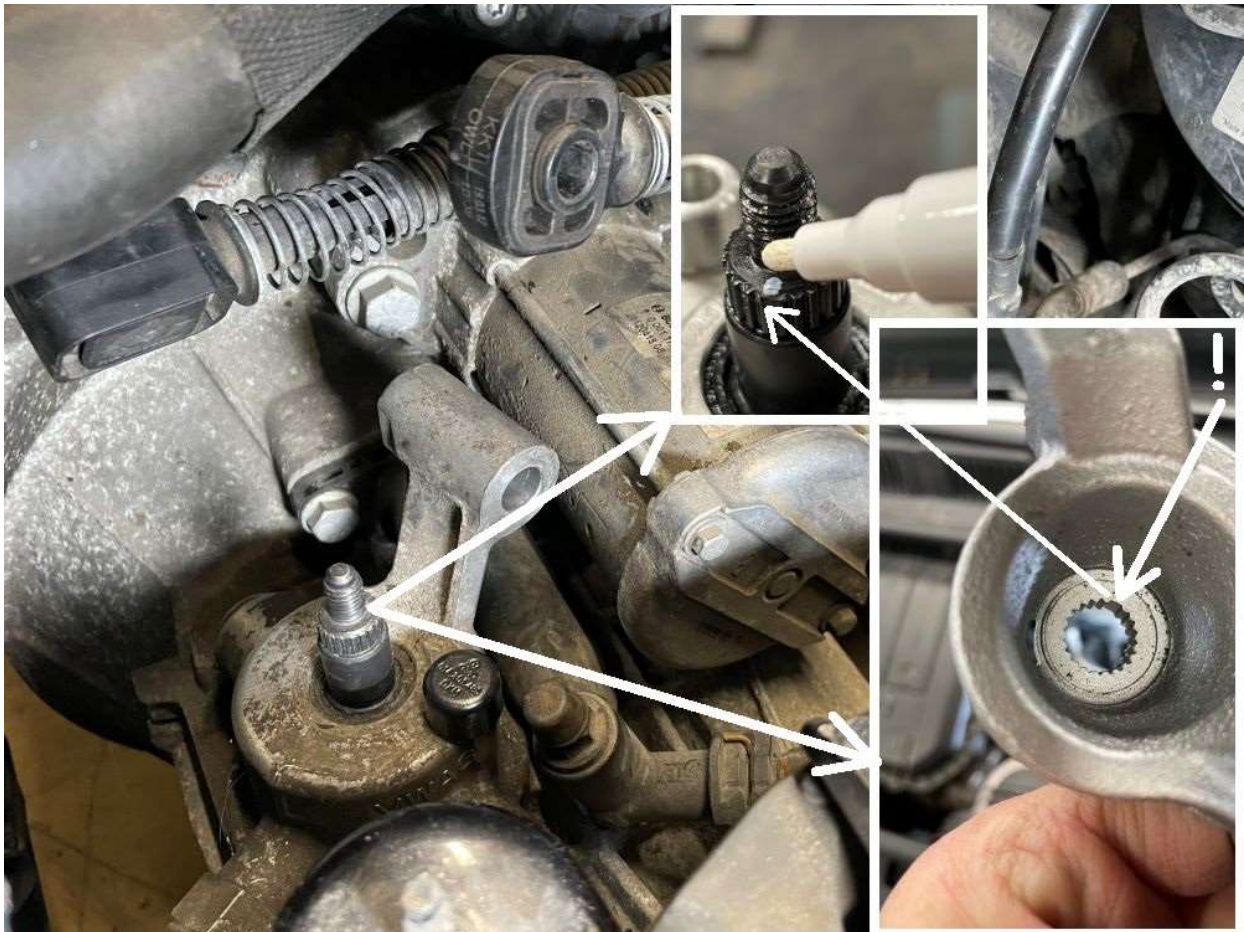
Remove the stainless clip which secures the shift cable end.



Undo both shift cable ends from the shift system.



Losen the M8 nut and remove the original shifter arm



Use a white marker to mark the location of the wider spline on the shift shaft.



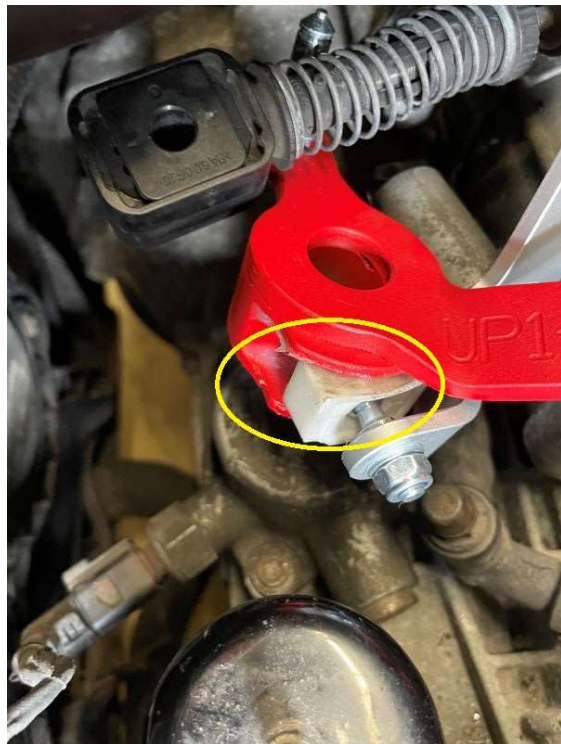
Remove the white secure clip of the original selector and remove the selector.



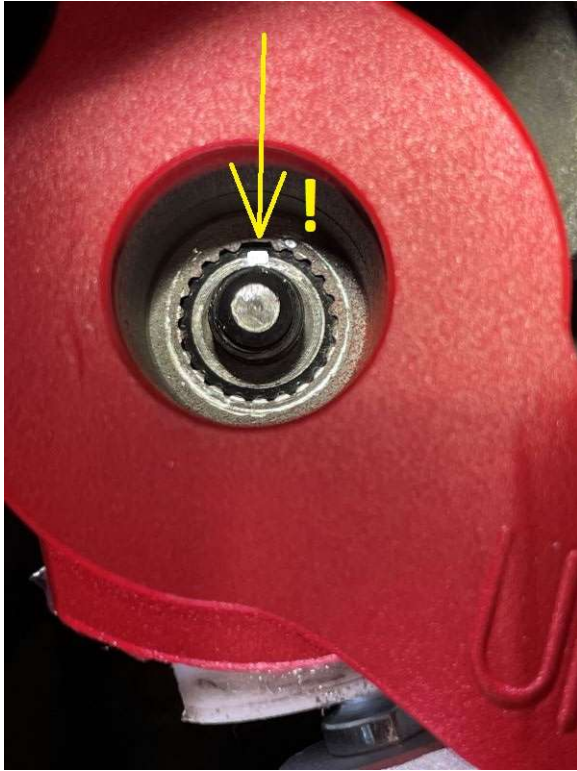
Put one shift bush on the 4H-TECH selector like shown on the picture and guide it in to the bracket. Push the other shift bush from the other side in the bracket. (this is the only way the new selector can be fitted)



Push the stainless steel secure clip on the selector shaft and push the new white guide block on the bolt head.



Put some Vaseline on the sliding part of the short shifter, and fit the short shifter to the gearbox. First make sure the guide block is in the shifter sleeve, and then push the shifter on the shift shaft of the gearbox.



Very important: make sure the splines are perfectly aligned. With the bigger spline located where the white mark is. (which you have marked earlier with the marker pen)

Be gentle, it is a very tight fit. The shifter can be fitted only in one position.

Use the supplied M8 nut to tighten the short shifter arm to the shift shaft. (Torque= 30Nm)

Support the shifter arm when tightening in Neutral gear.



Push the dust cap on the shifter, and you will feel a click when it is in position.



Put the shift cable ends on the short shifter, and secure them with the stainless steel clips.
No cable re-adjustments are necessary.



Go sit in the car, and test shift the system to check if everything works smoothly, and all gears can be selected without any problem.

Fit all car parts back in reverse order.

Make a test drive and check if all gears can be engaged. Enjoy 40% less gear throw and that lovely ``click-clack`` feeling. Now your car shifts like a race car, but always remember to be safe and don't get overly excited on the public roads out there.

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