



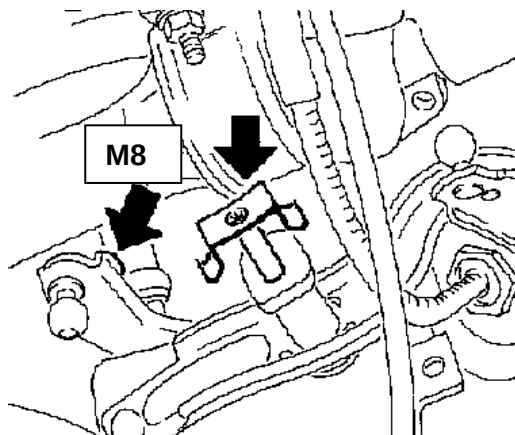
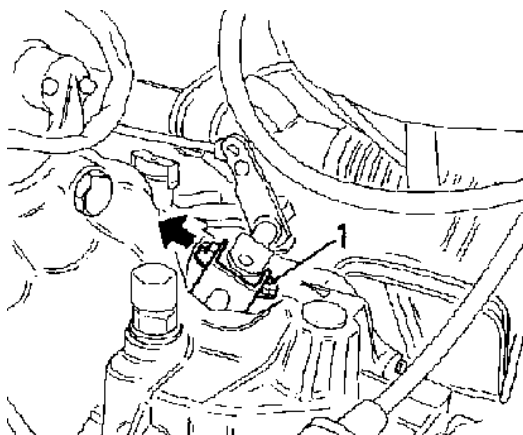
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4H-TECH Short Shifters. Power shifters for quicker and shorter gear changes

Fitting guide for X-Shift by 4H-TECH

Removal:

Remove the old complete gearchange linkage from the car. 1 M8 bolt at the back, 1 little pin in the joint and 1 larger pin in the middle on the rear gearbox bracket.



Dismantle the old linkage complete and reassemble every part on the new linkage (shift shortener) When reassembling, fill everything with silicone grease before fitting to be sure of a smooth gearchange.

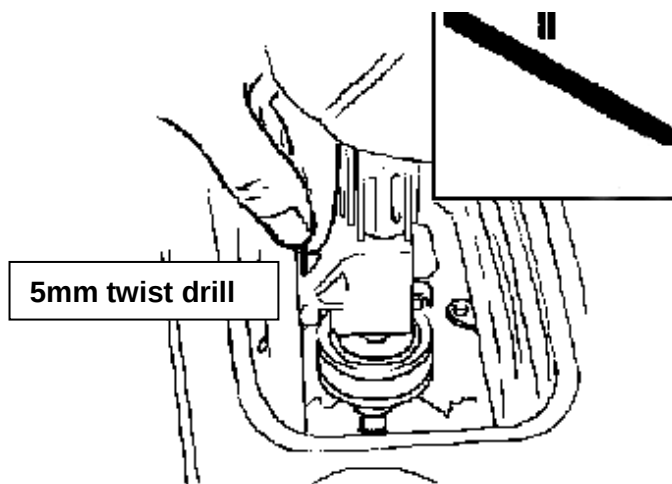
Refitting:

Mount the new gearchange linkage back in the car. . 1 M8 bolt at the back, 1 little pin in the joint and 1 larger pin in the middle on the rear gearbox bracket.

Adjust the linkage, as follows:

Keep the gears in neutral.

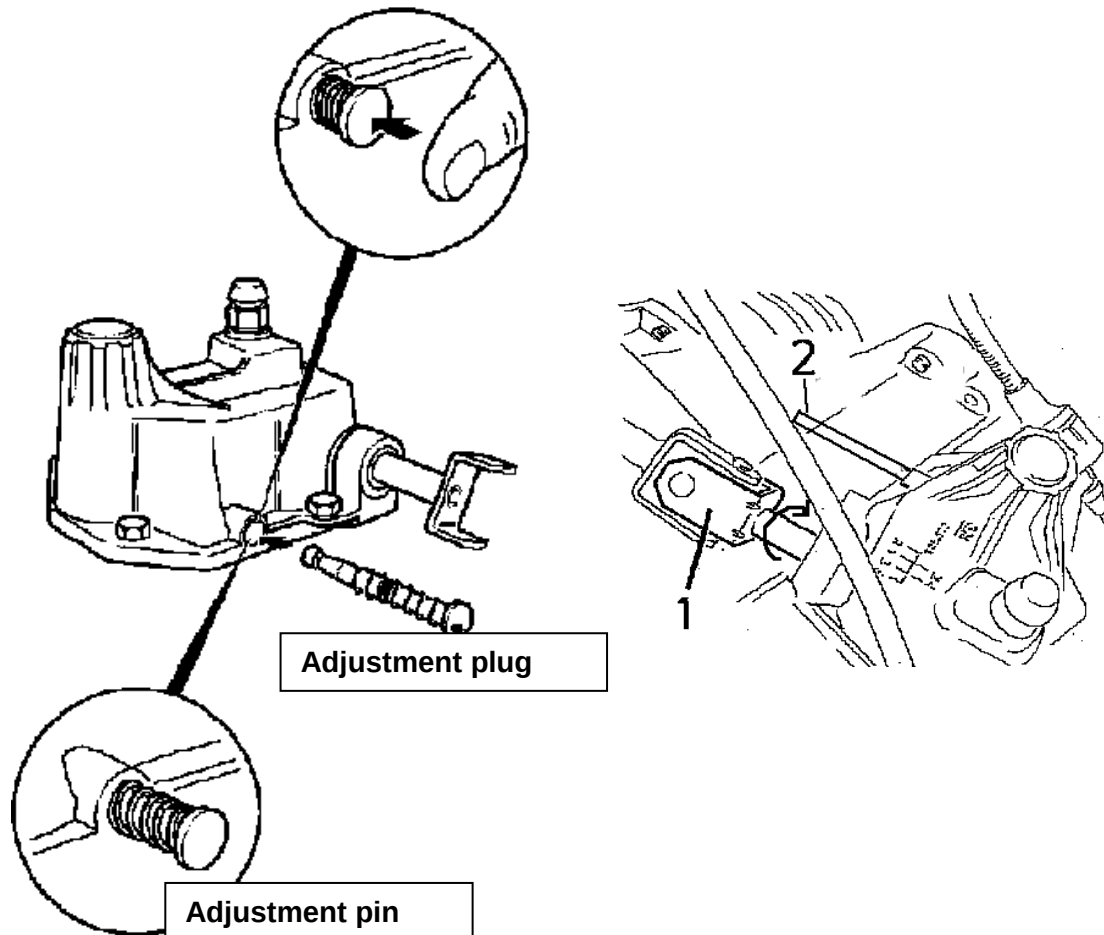
Pull the rubber boot up from the base of the gear lever and move the lever, still in neutral, to the 1st/2nd gear plane. In this position the 2 holes on the stop sleeve and lever housing will be aligned. You can put a 5mm drill through the holes to keep the lever in it's position. (see picture)



For gearboxes with adjustment plug:

Remove the plastic adjustment plug from the top casing of the gearbox.

Turn the selector rod protruding from the selector cover in an anti-clockwise direction (looking towards the front of the car) until a twist drill of 5mm can be inserted into the adjuster hole and into the correspondence hole in the selector lever. (see illustration) Tighten the M8 gear change coupling pinch-bolt in this position. Remove the 2 twist drills of 5mm from the gearbox and gearlever housing and fit the adjustment plug back in the gearbox casing. Check that all gears can be engaged satisfactorily. Refit the gear lever boot.



For gearboxes with adjustment pin:

Push the adjustment pin in the gearbox casing. (Turn the selector rod protruding from the selector cover in an anti-clockwise direction (looking towards the front of the car) until the adjustment pin will slide onto it. Tighten the M8 gearchange coupling pinch-bolt in this position. Pull the adjustment pin back out of the casing and remove the twist drill out of the gear lever housing. Check that all gears can be engaged satisfactorily. Refit the gear lever boot.

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