

# UUC Motorwerks

No Compromise

## Audi S4/A6 Biturbo Short Shifter Installation Instructions

Thank you for purchasing the UUC Motorwerks Audi Ultimate Short Shifter. Please follow the following directions for many miles of trouble-free performance.

### The following parts are included in this package:

- Shifter
- Shift Linkage Bracket

### The following tools are recommended for installation:

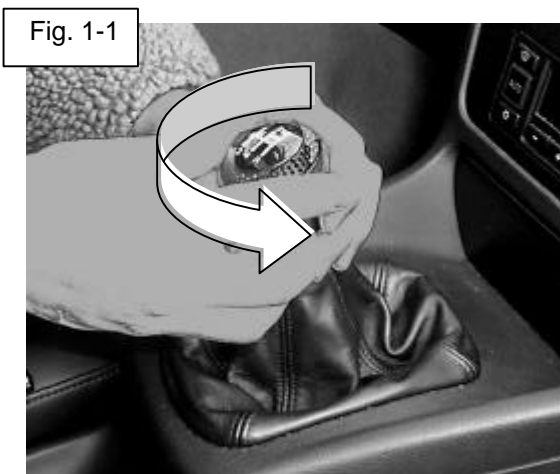
- ¼" ratchet
- 10mm socket
- 3/8" socket or a 2<sup>nd</sup> 3/8" box end wrench
- socket wobble (universal joint) attachment
- socket extension
- snap ring / circlip pliers
- 10mm open end/box end wrench
- 3/8" open end/box end wrench
- flexible plunger-type four-claw retriever
- 1/8" allen hex key wrench
- 6mm allen socket head bit

### Installation Tips

Familiarizing yourself with the short shifter pieces will help make the installation process very easy. Take the time to study each of the pieces that make up the short shifter and read through the installation instructions before you begin.

### Step 1 – Remove shift knob

Unscrew the shift knob from the original lever.



## Step 2 – Remove shift boot

Pry up the edges of the shift boot with fingertips, remove from console.



## Step 3 – Remove black plastic collar



## Step 4 – Remove circlip

Use circlip pliers to remove circlip from shift lever. Slide up and off lever.



Fig. 5

### Step 5 – Remove white plastic collar

Lift straight up and off lever.



Fig. 6

### Step 6 – Remove 10mm nuts that secure foam insulation.

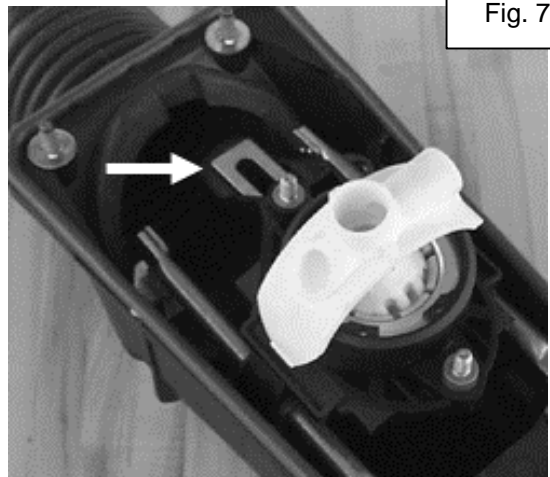
Remove insulation by lifting straight out from console. It will help if you move the stock shifter lever forwards and backwards.



Fig. 7

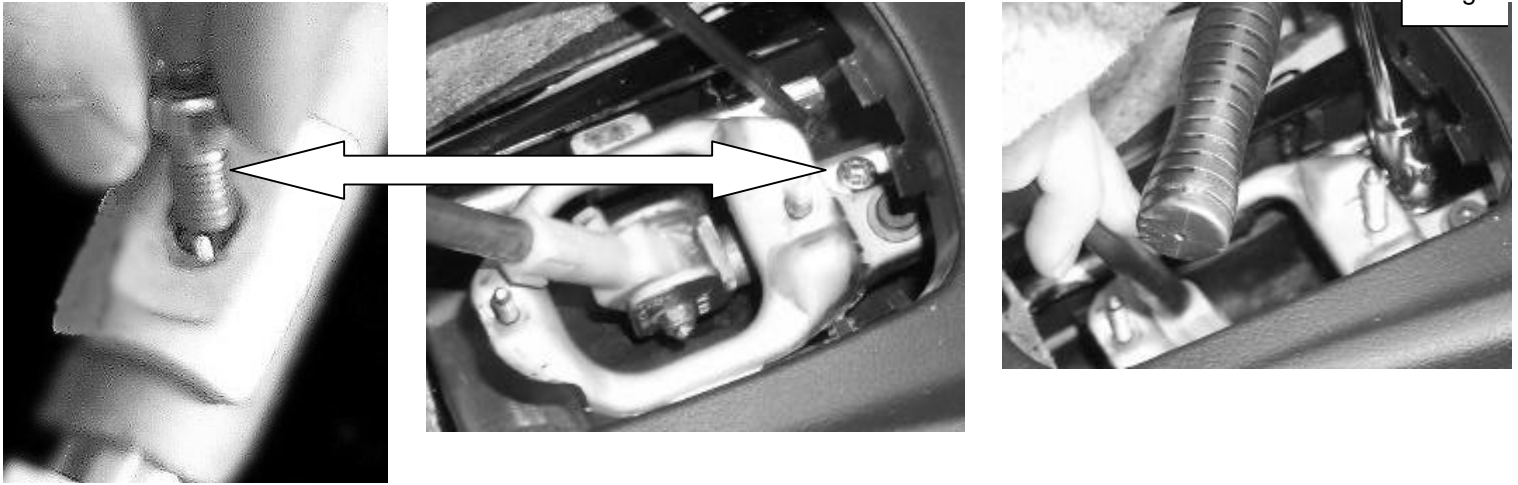
### Step 7 – Using the 6mm hex bit, loosen and remove the bolt which secures the shifter assembly.

Note: When installing this bolt during reassembly, it is important to note that minor adjustments may be made here to ensure that all gears engage properly.



**Step 8 – Using the 6mm hex bit, loosen and remove the bolt which secures the shifter bracket to the linkage rod.**

Note that this 6mm bolt is held with threadlock which makes removal tough.



**Step 9 – Remove the large circlip located on top of the shifter pivot assembly.**

(stock lever removed for clarity)



Fig. 10

**Step 10 – Disconnect the stock shifter linkage from the bottom of the stock shifter lever. Using the 10mm socket and box wrench.**

Since you have disconnect the shifter from it's socket, you can typically maneuver the bottom of the pivot into a position which makes removal of this bolt possible.

Once disconnected, remove the stock shifter and linkage through the top of the pivot carrier. Be prepared for a spring loaded, plastic bullet to come out when removing the stock shifter from the pivot assembly (Fig. 10-1). Be sure not to lose the button or spring.

Note the slight "hook" just above the bolt in the picture. This is for engaging reverse. This is located on the passenger side of the shifter assembly.

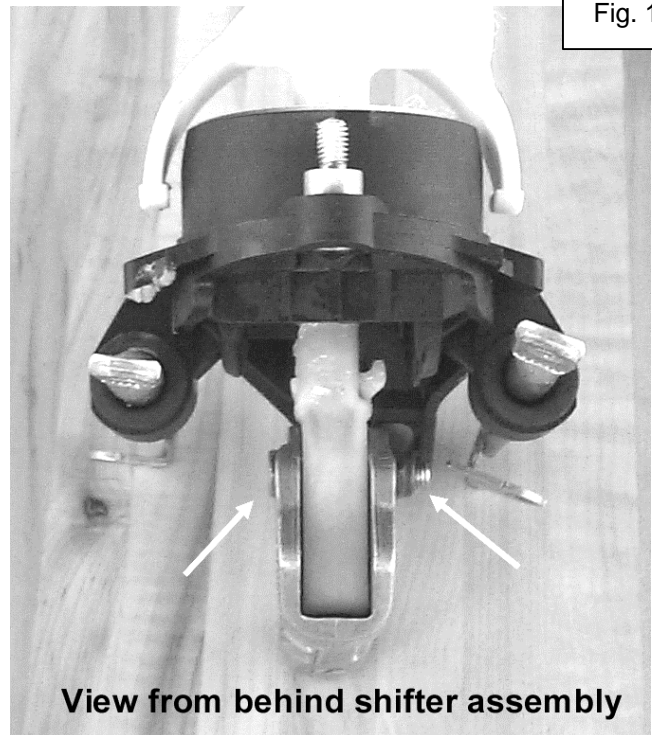


Fig. 10-1



## Step 11 – Install UUC Motorwerks shifter assembly in place of stock assembly.

ATTENTION! It is critical that the orientation of the UUC lever is followed. Be sure that it is installed properly.

There is a shoulder bolt which acts as the “reverse” catch on the UUC shifter. Be sure that it faces the passenger side when installed.

When assembled, the aluminum linkage supplied with the UUC shifter must be installed so that the entire assembly forms a perfect “L” shape.

When securing the new bolt and locknut, be sure not to overtighten the assembly, as you will bind the system. Tighten it just enough so that the bolt/nut stops spinning freely.

When you have successfully connected the linkage to the shifter, you can start reassembling the entire system.

When securing the 6mm bolt that connects to the **shifter bracket**, notice that it is slotted. This allows you to fine-tune the position of the shifter knob.

When securing the 6mm bolt that secures the pivot assembly, this, too, may be moved forward or backward slightly, to adjust the starting position of the shifter. Note that if you experience difficulty engaging into the gears, this will have to be adjusted forwards and backwards until successful gear engagement.

If you are unsure about where to set these bolts, try somewhere in the middle as a start and adjust to your tastes.

Without starting the car, depress the clutch and be sure that you can engage all of the gears including reverse. Only when you have successfully done so, start the car and go for a test drive.

