# Audi S4/A6 Biturbo (production date 2/01+)
# Ultimate Short Shifter Installation Instructions

(Version 3.0.1)

Thank you for purchasing the UUC Motorwerks Audi Ultimate Short Shifter. **Please read these directions in their entirety, TWICE!** By becoming familiar with the product, you will save time during the installation.

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

- UUC Motorwerks Shifter Lever (with adjustable leverage)
- Shift Linkage Bracket Assembly (with pivot pin and Nyloc nut)

**The following tools are recommended for installation:**

- ¼" ratchet
- 10mm socket
- 3/8" socket or a 2nd 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.

Fig. 1-1

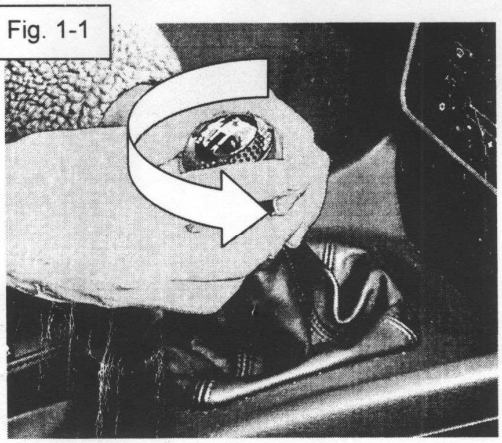
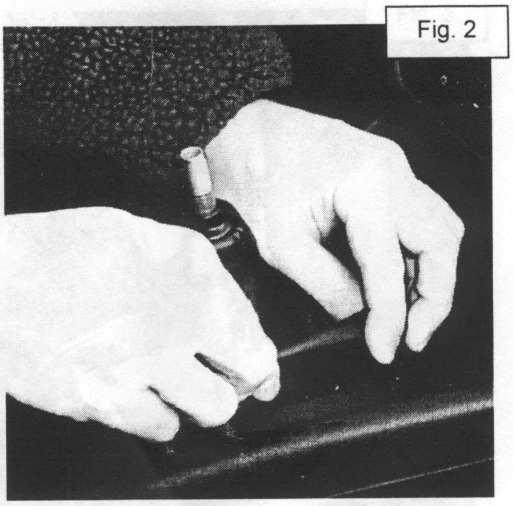


Fig. 1-2

**Step 2 – Remove shift boot**

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

Fig. 2

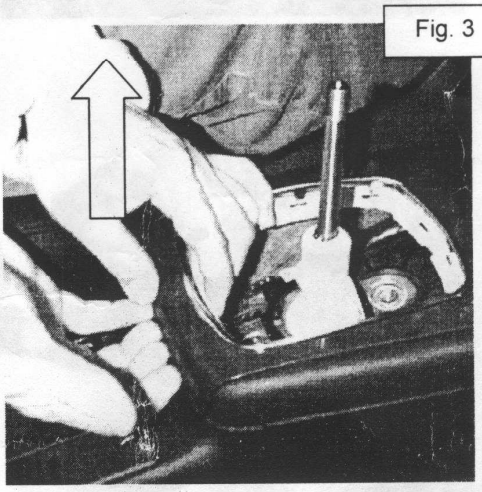


**Step 3 – Remove center console cover**

Pry upwards on the edge of the console cover until it pops free from the clips which hold it down.

Remove the black, rubber cover which conceals the circlip.

Fig. 3



**Step 4 – Remove circlip**

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

Fig. 4

**Step 5 – Remove white plastic collar**

Lift straight up and off lever.

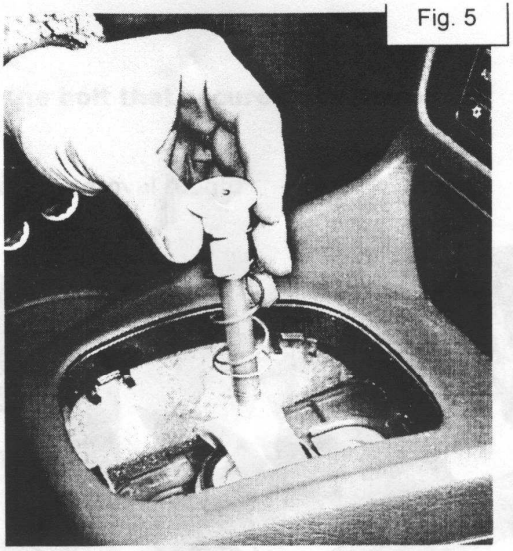


Fig. 5

**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.

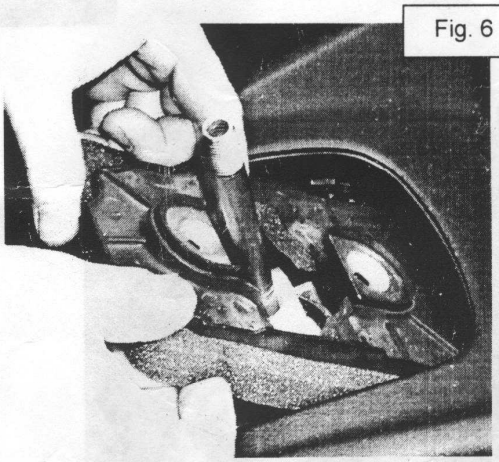


Fig. 6

**Step 7 – Using the 6mm hex bit, loosen and remove the bolt that 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.

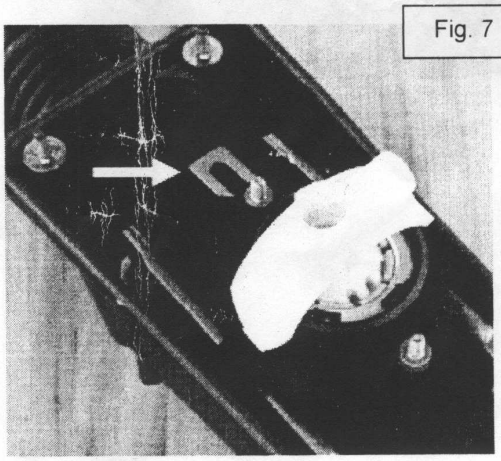
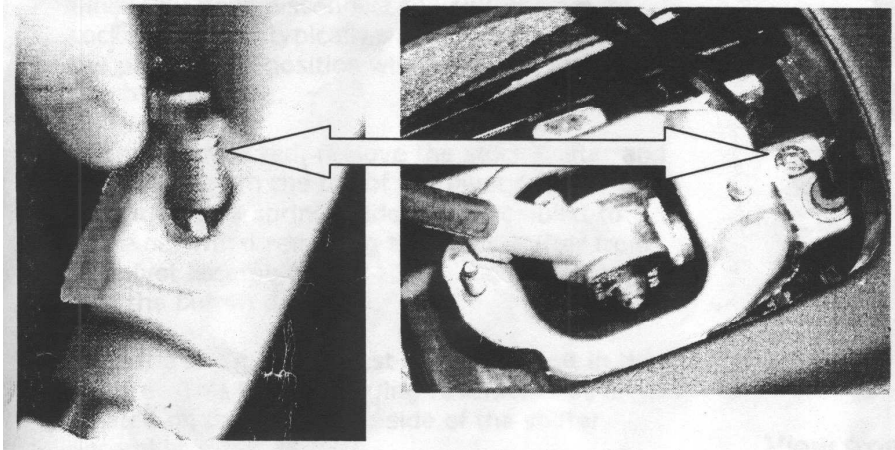


Fig. 7

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

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

Fig. 8



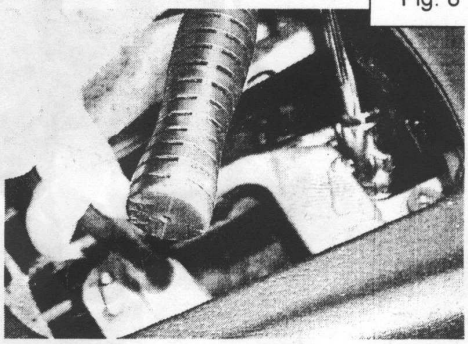
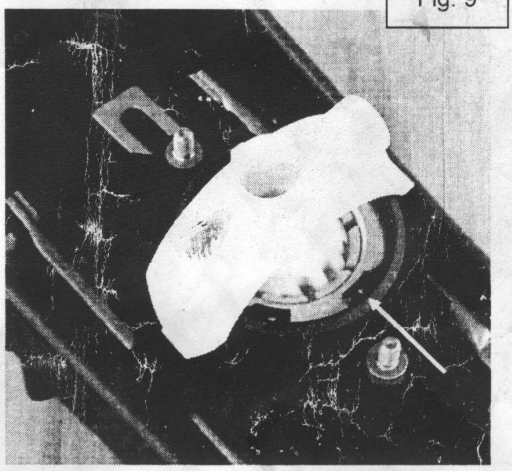


Fig. 9

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

(stock lever removed for clairty)



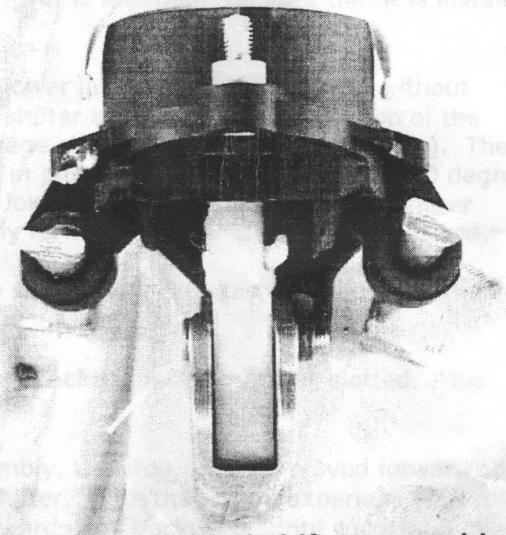
**Step 10 – Disconnect the stock shifter linkage from the bottom of the stock shifter lever. Using the 10mm socket and box wrench.**

Since you have disconnect the shifter from its 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.

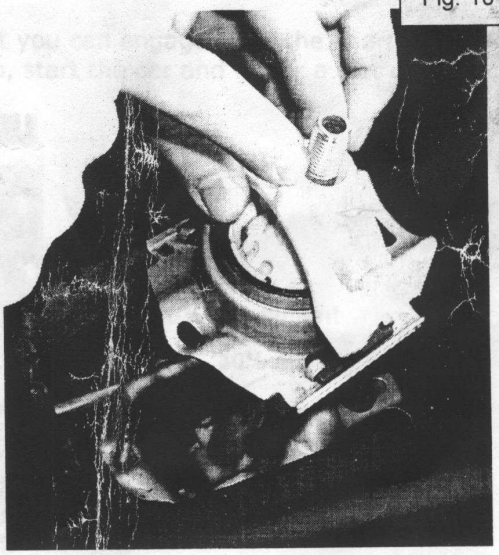
Note the slight "hook" just above the bolt in the picture. This is for engaging reverse. This is located on the passenger side of the shifter assembly.

Fig. 10



**View from behind 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.

Tighten the lower pivot bolt and nut so that it allows the lower linkage bracket to move without binding. After tightening the pivot, maneuver the entire shifter assembly through the top of the shifter console (this could not be done with the stock linkage since the pivot bolt is too wide). The trick to installing the entire assembly, with the pivot bolt in place, is to turn the assembly 90 degrees (so that the pivot bolt faces the car front to back). After lowering the pivot bolt past the shifter carrier, align the lower linkage so that the entire assembly forms a perfect "L" shape as pictured.

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.

**Adjustable Leverage Feature**

**It is critical that the linkage bracket is in the correct orientation or the shifter mechanism will not work properly. Please take the time to familiarize yourself with the orientation before initial disassembly.**

To change leverage, relocate the bolt and delrin bushing that connect the lever and lower bracket.

Once you have decided on which level of adjustment you desire, it is imperative that you move the white delrin bushing from the lever to the new adjustment hole. Failure to do so will result in a sloppy feeling shifter.