



## Fitting instructions for MTEch BE4-Shift Short Shifter.

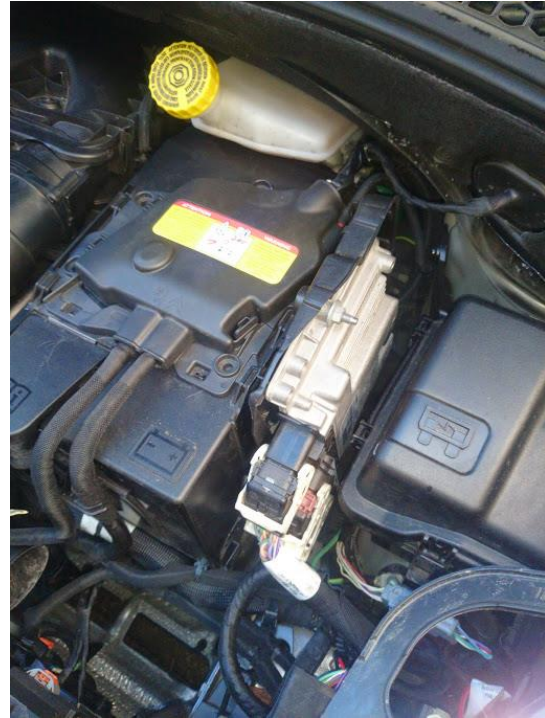


### Applications:

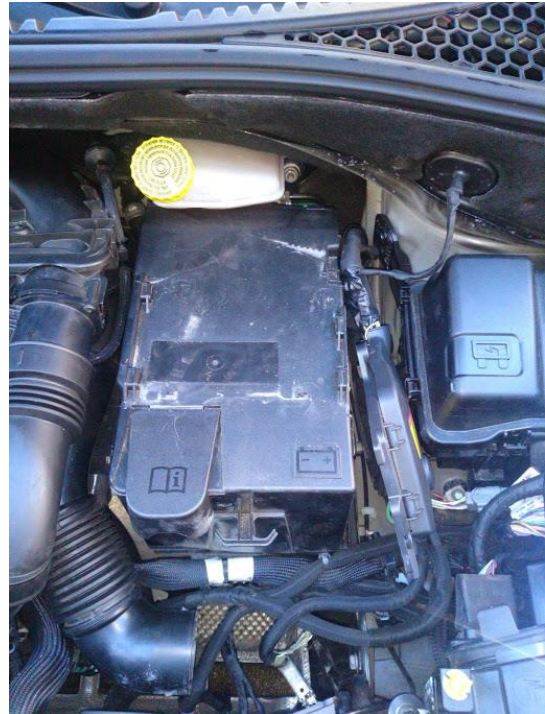
- Citroën DS3 with 5-speed BE4 gearbox (all)
- Citroën C3 with 5-speed BE4 gearbox (only cable operated)
- Citroën C3 Picasso with 5-speed BE4 gearbox (all)
- Citroën c-elysée with 5-speed BE4 gearbox (all)
- Peugeot 207 with 5-speed BE4 gearbox (only cable operated)
- Peugeot 208 with 5-speed BE4 gearbox (all)
- Peugeot 2008 with 5-speed BE4 gearbox (all)
- Peugeot 301 with 5-speed BE4 gearbox (all)

Not sure? Email us the chassis number of your car, we can tell you if it will fit your car.

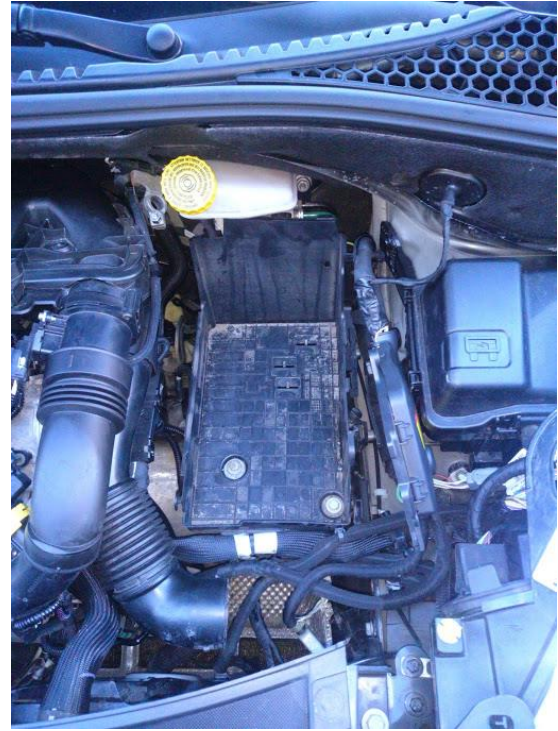
Remove the airbox in front of the battery by popping up the plastic clip and pushing the retaining clip towards the battery. Disconnect the negative pole of the battery and remove the ECU cover.



Remove the power distributor on top of the battery and push it to the right side of the battery and leave it there.



Remove the battery cover and disconnect the positive pole of the battery. Remove the bolt securing the battery with a 13mm socket wrench and remove the battery.

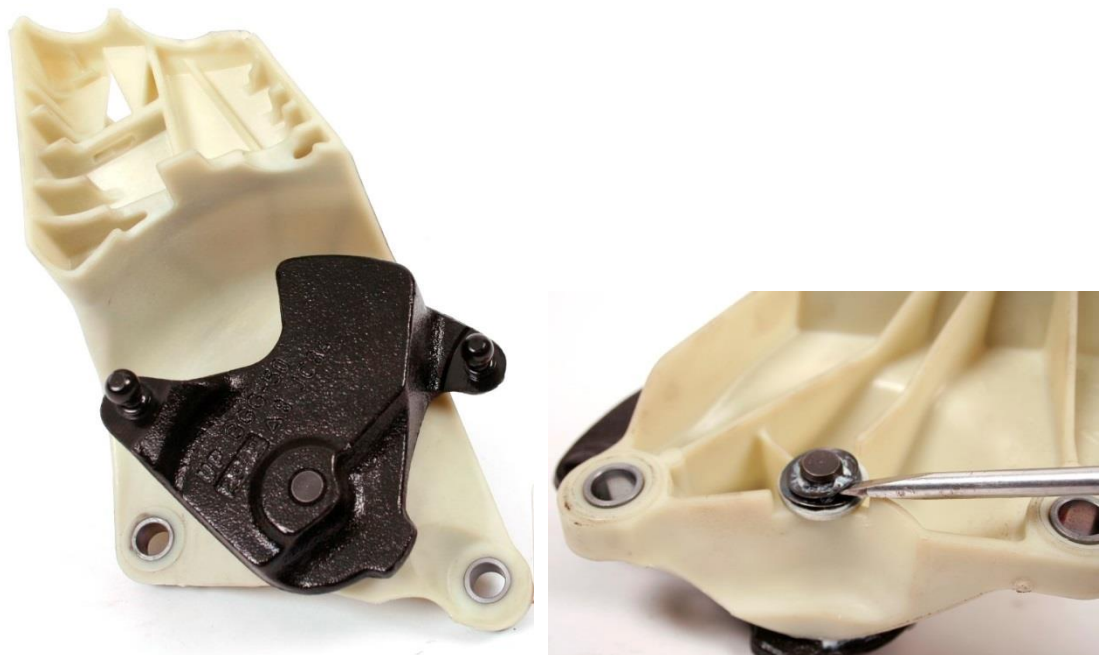


Remove the battery tray and remove the second (metal) battery tray . (M8 bolts)  
Remove the shift cables on the top and on the left side of the shift linkage by using a 11mm spanner as leverage. Remove the plastic connecting rod the same way with a 7mm spanner. This one is a bit difficult to reach. Jack up the front of the car and remove the left front wheel. In the wheel arch there is a hole. You can see the underside of the white plastic bracket where the original shift linkage is mounted on. Remove the nut securing the bottom of the white bracket with a 11mm socket wrench.

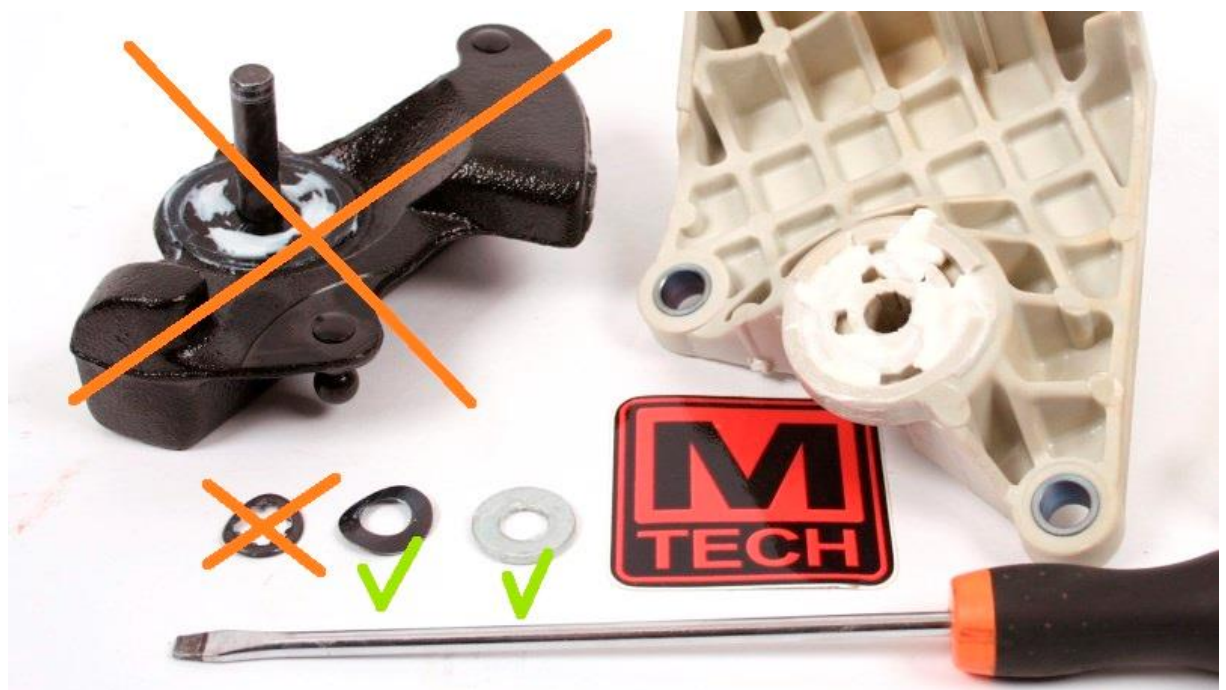


Remove the two bolts on top of the white plastic bracket. And flip the bracket & shift linkage over so you can see the underside.

The following pictures show the bracket with shift linkage out of the car to make things more clear. In reality you can leave the bracket in the car and replace the old shifter with the new Short shifter over there as follow:



Remove the retaining clip with the use of a screw driver like shown in the picture.

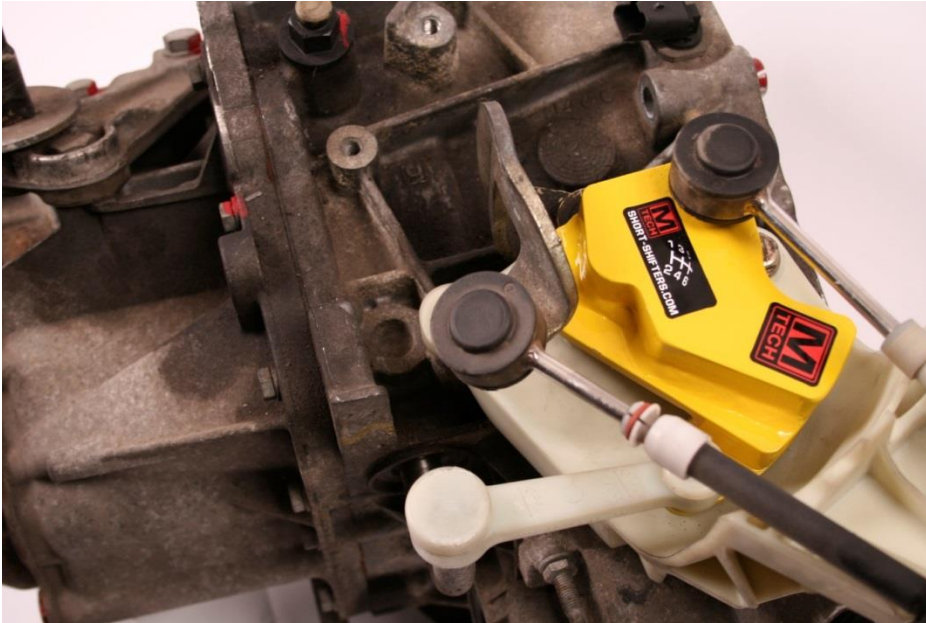


The big ring and the spring ring must be used to fit the new short shifter to the bracket. The retaining ring can be left away, because the new shifter will be fastened with a M6 nut.



Put Grease on the shaft and the lower part of the short shifter as shown on the picture. (white grease) Fit the short shifter on the bracket, and fit all rings and nuts in the right order as shown in the following picture. (The shifter must be able to rotate freely)





Flip over the plastic bracket again and secure it with the two bolts using a 13mm socket wrench. Secure the underside of the plastic bracket with the nut using a 11mm socket wrench. Put the wheel back on and lower the car.

Pop on the two (cables)gear linkages on the top of the short shifter and the plastic gear linkage bar at the back. If these are secured get in the car and test all. If you're satisfied secure the metal battery tray(one 13mm bolt), the plastic battery tray(two 13mm bolts) and put the battery back in. Secure it with the bolt fitting(13mm)

Connect the positive pole of the battery and put the battery cover back on. Secure the power distributor back on top of the battery. Refit the ECU and re-connect it. Refit the ECU cover and connect the negative pole of the battery. Refit the airbox in front of the battery

Make a test drive and check if all gears can be engaged. Enjoy 35% less gear throw and that lovely ``Klick-klack`` feeling. Now your car shifts like a racecar, but always remember to be safe and don't get overly excited on the public roads out there.

## **Protected Design.**

**This Short Shifter is 100% developed, tested and produced by MTECH®, and is protected under international copyright, trademark and other laws.**



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