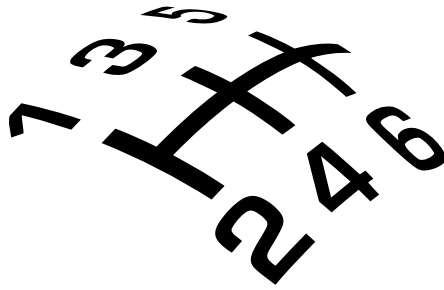


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4H-TECH Short Shifters. **Power shifters for quicker and shorter gear changes**

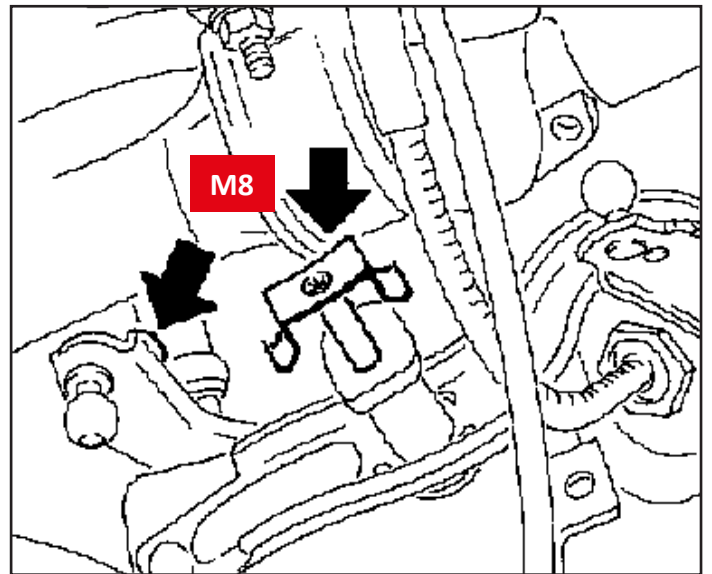
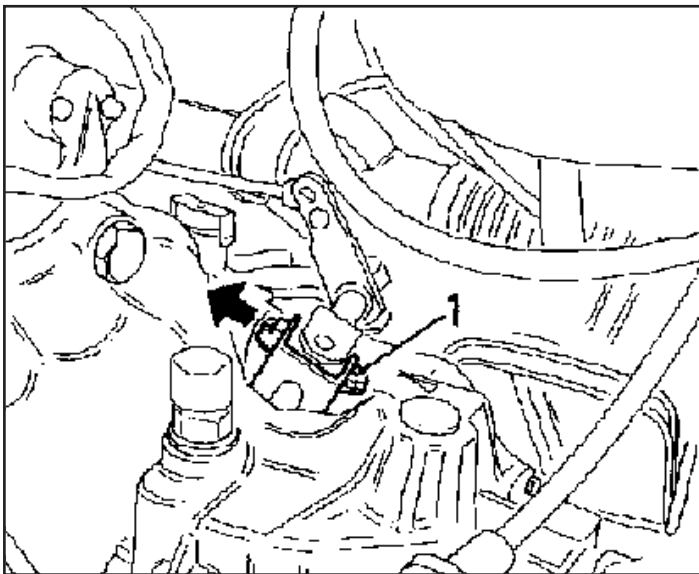
Fitting guide for H-Shift Short Shifter.

(for all* Opels with F28 gearbox. Also for conversions in Astra-F, Astra-G etc.)

***Not suitable for Corsa or Tigra with F28 conversions.**

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.

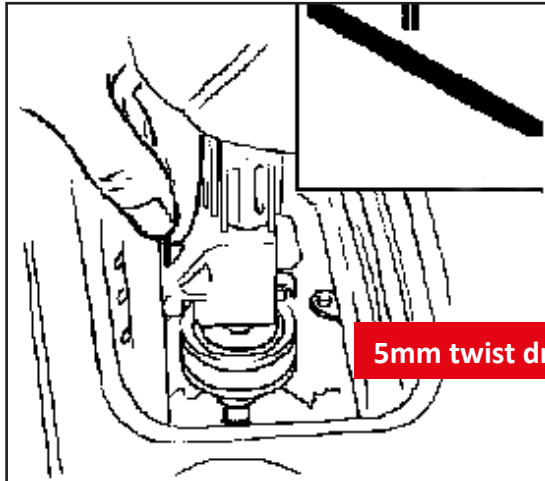


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Adjust the linkage, as follows:

Keep the gears in neutral.

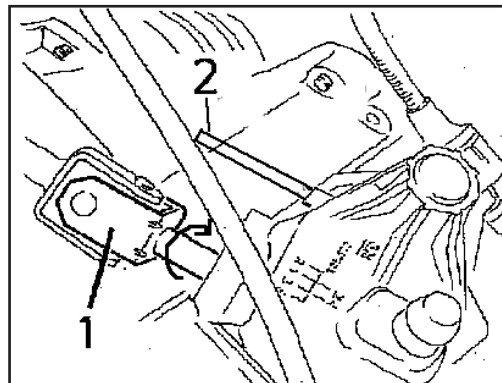
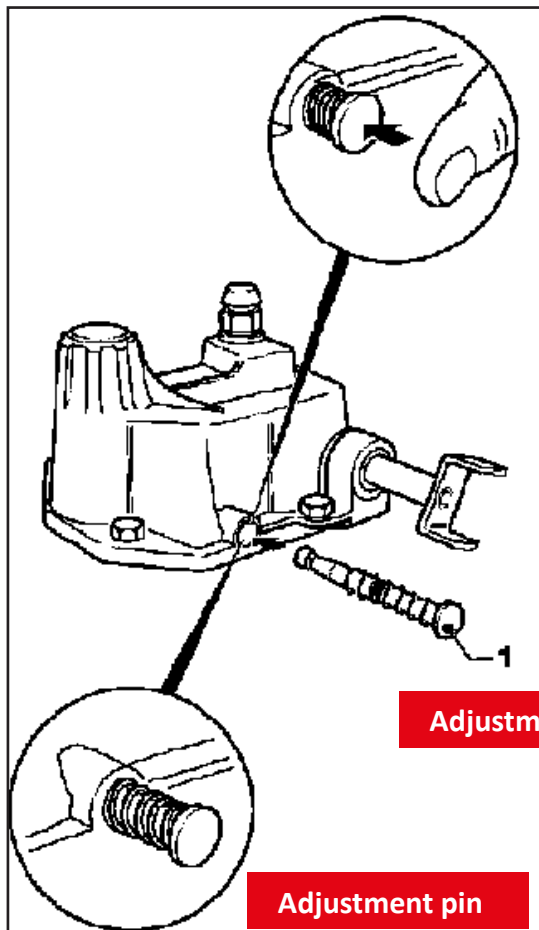
Pull the rubber boot up from the base of the gear lever and move the lever, still in neutral, to the 1st/2nd gear plane. In this position the 2 holes on the stop sleeve and lever housing will be aligned. You can put a 5mm drill through the holes to keep the lever in it's position. (see picture)



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.





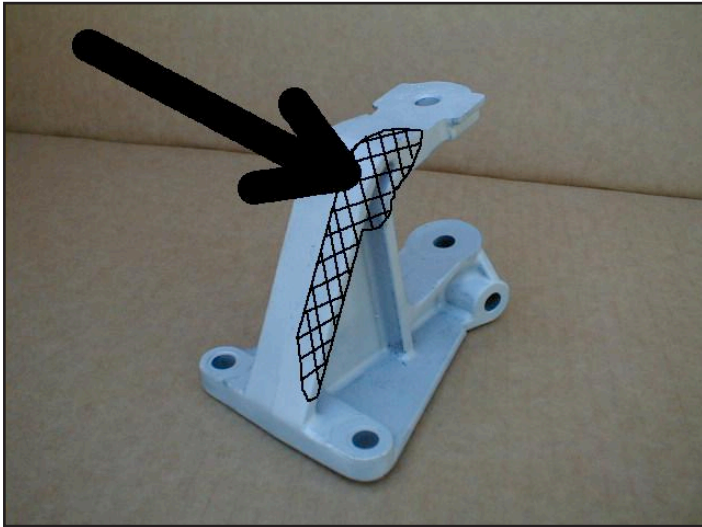
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For gearboxes with adjustment pin:

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.

Very important notice for 4WD cars! (like Calibra Turbo):

Modify the bracket which holds the gear linkage from the Calibra Turbo. Unscrew the aluminium bracket on top of the visco transfer box. Remove the marked part as shown on the picture with a file or grinder.



The bracket must look like this after grinding: