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

Fitting guide for GS6/2A-Shift (2th Gen. Mini)



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First check if your shift linkage is the correct version. The 2th generation Mini's have 2 different systems fitted by BMW. The first version is for cars till 03-2010. See first picture. This first version (GS6/2A-Shift) is described in this fitting guide.



First version. (GS6/2A)

The second version is for all younger cars from 03-2010 ->. That version (GS6/2B-shift) is also available. Please see our website www.short-shifters.com for more information.



Second version (Gs6/2B)

Second version (Gs6/2B)
This fitting guide is not suitable for this second version!



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Open the bonnet and remove the minus cable from the battery.



Remove intake hose and ecu cover



Detach the 2 connectors from the ecu and put the cable aside on the engine.
Press a screw driver between the bottom intake hose and the air filter housing to remove this hose from this housing.



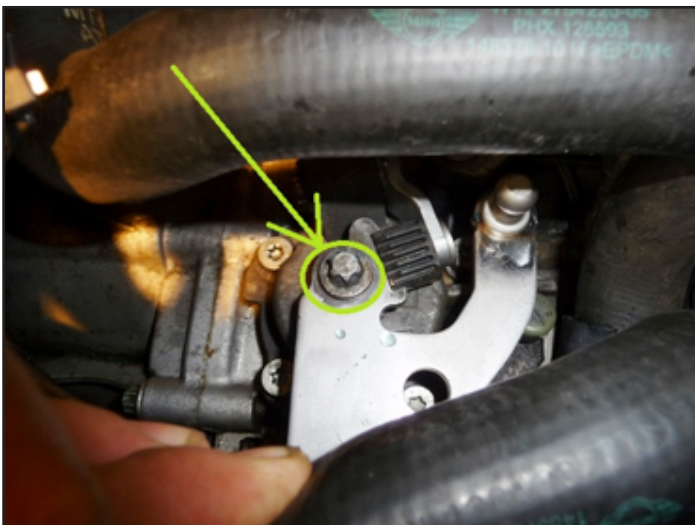
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The original shifter can now be found below the 2 cool water hoses. (see green circle). The shifter arm can be removed with these cooling hoses still in place.



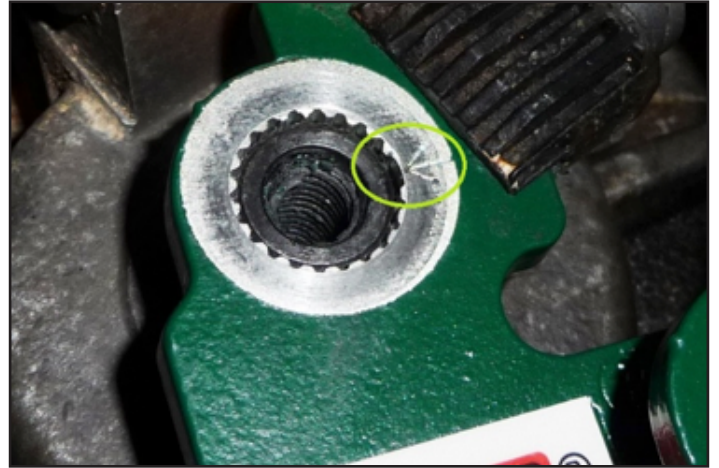
Use a 13mm spanner to remove the top shifter cable, and a 17mm spanner for the bottom shift cable.



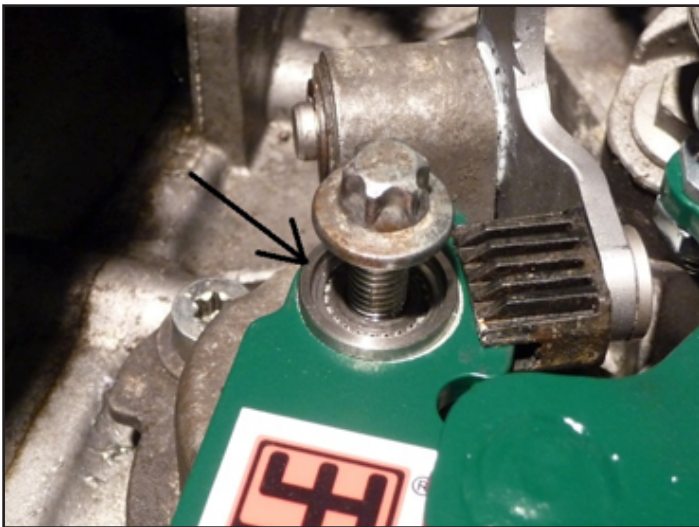
Remove the top bolt (see green circle) and pull the original shifter arm from the transmission shaft. (can be done by hand)



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Important! The standard shift shaft from the transmission has a splined top. The new shifter arm can only be fitted in one position. There is one bigger spline, which must be allined with the bigger spline in the shifter arm. (see also arrow at the shifter arm). This splines are a very tight fit to avoid any play. The best way to fit this is by positioning the shifter arm in the correct position on top of the shaft, and use the bolt to press the new shifter arm further on the shaft.



Fit the supplied stainless steel ring between the new shifter arm and the bolt. Tighten the bolt firmly.



Put the shifter cables back, and test shift the system to check if everyting works smoothly.



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Fit all parts back in reverse order.

Make a test drive and check if all gears can be engaged. Enjoy 25% 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.



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