

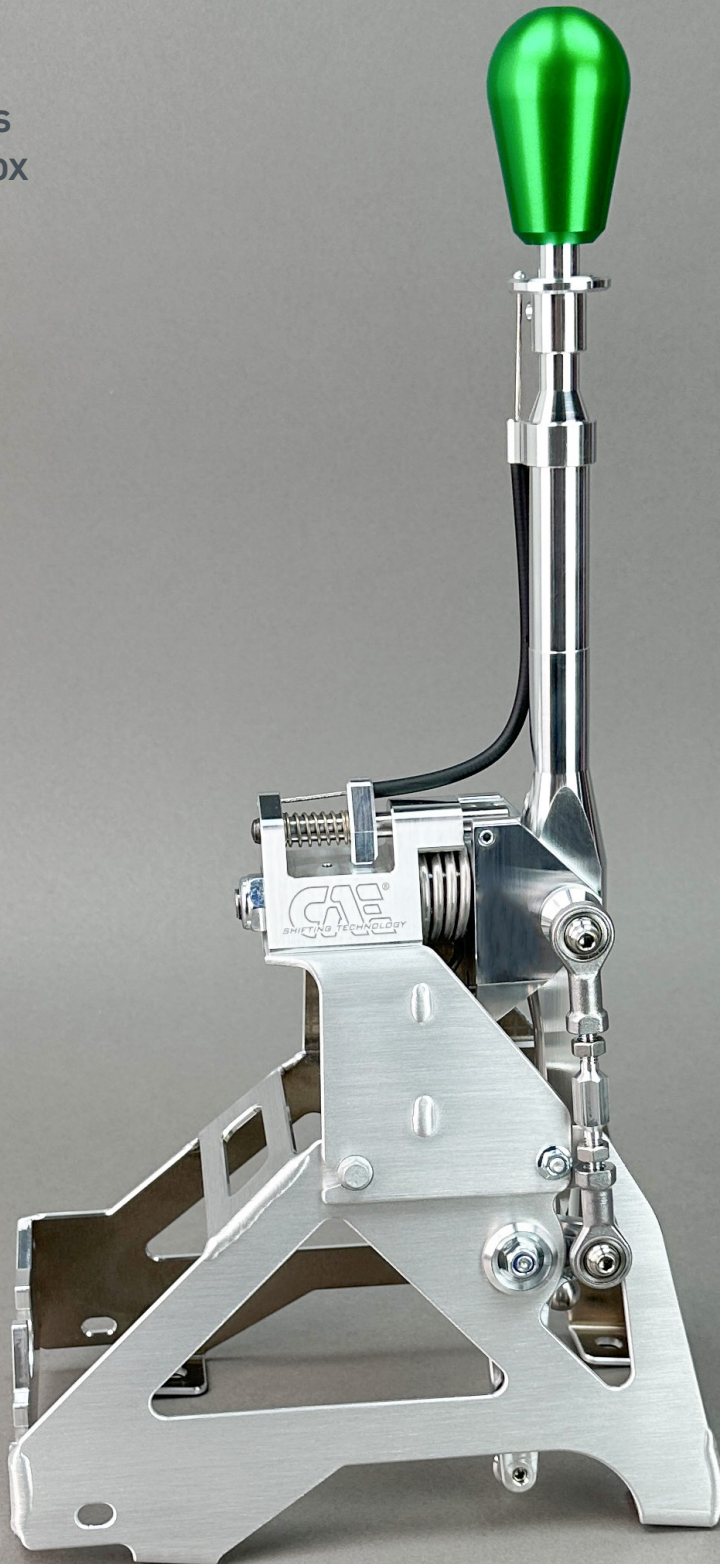
MORE THAN
20
YEARS EXPERIENCE

CAE[®]
SHIFTING TECHNOLOGY

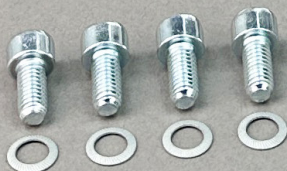
Installation
instructions

📍 10084

Toyota GR Yaris
6-speed gearbox



GR YARIS



WWW.CAE-RACING.DE

PLEASE NOTE

SAFETY FIRST!

- ⚠ Please only do the installation if you have appropriate experience in the automotive sector and have the right tools! An incorrectly installed Shifter can seriously damage the transmission or make the vehicle undriveable or not shiftable and lead to serious accidents!
- ⚠ If work on the electrical system is necessary, please follow the manufacturer's specifications.
- ⚠ It is essential to leave the ignition switched off when the plugs are disconnected.
Do not leave the car key in the vehicle.
- ⚠ Carry out all work with care and cleanliness! For the professional assembly of a shifter is no force required. All parts are designed to fit your vehicle.
- ⚠ If you are unsure, please contact your trusted workshop about the installation!

BASICALLY

- ⚠ Use ethyl alcohol/brake cleaner to clean all aluminum parts.
- ⚠ Occasionally lubricate all moving parts with spray grease, which has good creeping properties.
Our recommendation: Würth HHS 2000 (WD-40 or similar is unsuitable because it is too thin)
- ⚠ All screws and nuts that are not self-locking or are fitted with tooth lock washers glue in during assembly!
- ⚠ Never kink shift cables, please!

i SURFACES AND THEIR CARE

Please note that an untreated aluminum surface (ALU) is sensitive to aggressive Liquids to which i.a. Hand sweat also counts. Especially the high-strength 7075 aluminum we use has a tendency to form black spots of corrosion due to its high copper content. Under special circumstances, very salty air near the sea and coast can lead to corrosion. The surfaces should therefore be cleaned regularly and treated with care to prevent this. For this purpose, e.g. ethyl alcohol or brake cleaner. Only spray these onto a cloth and wipe the shifter with it, NEVER spray the shifter directly. If stains have already formed, they can be removed with commercially available aluminum polish, but that is also not allowed get into the movable parts of the shifter. The anodized versions of our shifters (EXS, EXGR) are more resistant to corrosion. The steel parts have to be also cared in all variants.

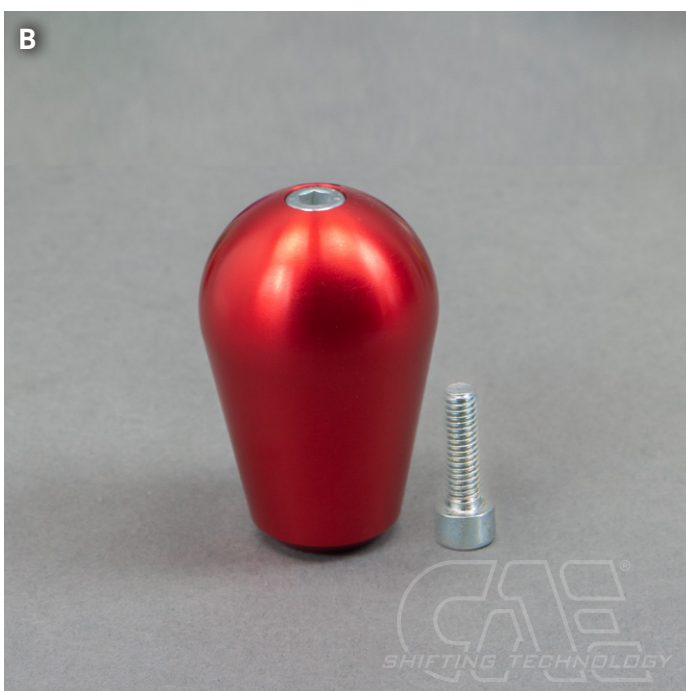
TIPS FOR GEAR SHIFTING

i FORCE DOESN'T MAKES YOU FASTER – IT ONLY HARMS THE TRANSMISSION

The question arises again and again: "Does a CAE shifter puts more strain on a gearbox than a standard gear lever?" The answer is clear: "No!" The things that are most stressful for a synchronizer ring in a transmission are excessive shifting forces or a wrong shift in gear. Basically, the shift travel with a CAE Shifter is significantly shorter than with the standard lever. We achieve 30 - 55 % reduction depending on the vehicle and transmission type. This can only be achieved by using the appropriate gear ratio on the shift lever. You can feel it through the precision of a CAE shifter engaging the gears is much better than with a standard gear lever designed for comfort. The force for this decreases in the same proportion - we put in the gears with significantly less load for the synchronizer rings. In addition, with a correctly adjusted CAE shifter put in the gears is very precise and shifting into the wrong gear is extremely rare. Even in motorsport, fast, precise, but still sensitive shifting leads to the goal! Everything else is pure tugging and tearing (often seen on various YT channels), which looks "important", but in no way makes it faster - but it puts a disproportionately high strain on a transmission and in the worst case causes a fatal wrong shift in gear!

Included in delivery

- ▶ 1x shifter completely assembled, design depending on ordered variant (Picture A)
- ▶ 1x Shift knob incl. counter screw M6x20 V2A, design depending on ordered variant (Picture B)
- ▶ Accessories package (Picture C)



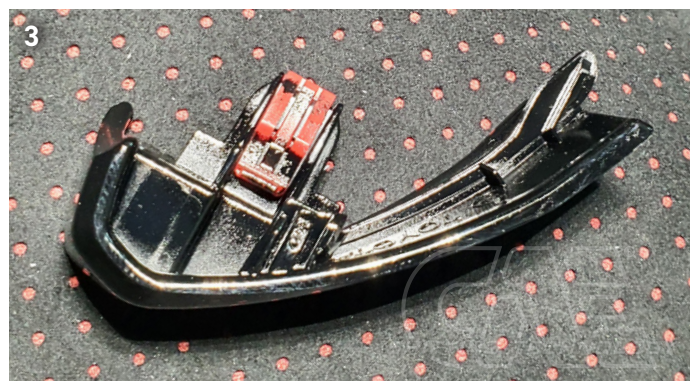
i The shifter is designed for vehicles with interior equipment. The center console must be minimally modified for installation on the interior frame until appropriate clearance for the coupling rod on the left side of the shifter is ensured (see red marking in picture 1).

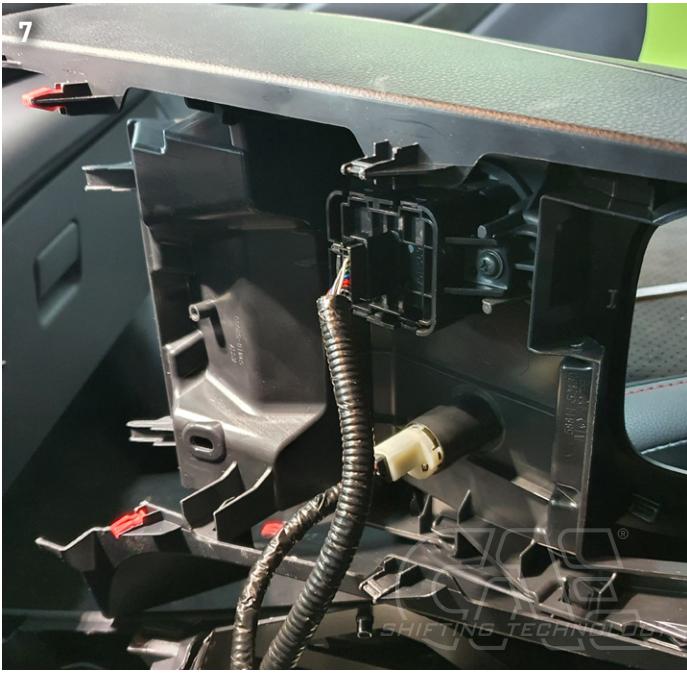
i PLEASE NOTE: For the installation of this Shifter no lifting platform is necessary. All work must be carried out in the cabin.



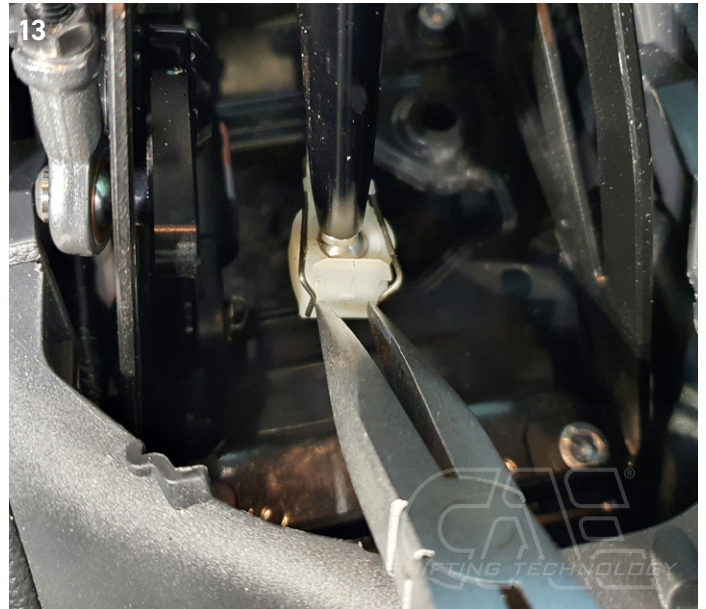
The removal

- ▶ Remove the upper part of the center console: Open the glove box and first pull out the plastic clasp on the right (Picture 2, 3).
- ▶ Unscrew the shift knob, pull up the shift bag.
- ▶ Pull the switch unit out of the dashboard. (Picture 4, 5) The connectors do not have to be disconnected!
- ▶ Pull the dashboard back over the recess for the clasp. First pull the upper part of the center console up at the back and then pull it completely back. Caution, the upper right corner is located behind the dashboard! (Picture 6)
- ▶ Now pull out the electrical connectors from underneath. (Picture 7) Then remove the upper part of the center console. (Picture 8, 9, 10)
- ▶ The rear part of the center console (handbrake cover) can remain in the car, but should also be detached so that the center console can be pushed apart a little. (Picture 12) To do this, pull the rear storage compartment upward (Picture 11) and then pull the handbrake cover upward.
- ▶ Press back the shift bag retaining clips from the underside one by one and detach the shift bag from the center console upper section. This is no longer used. (Picture 8, 9)



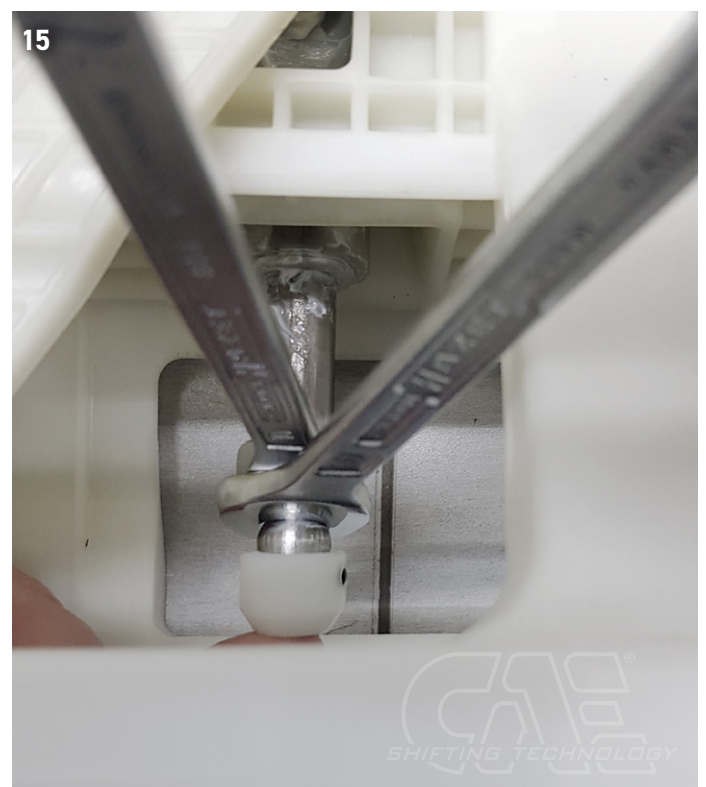
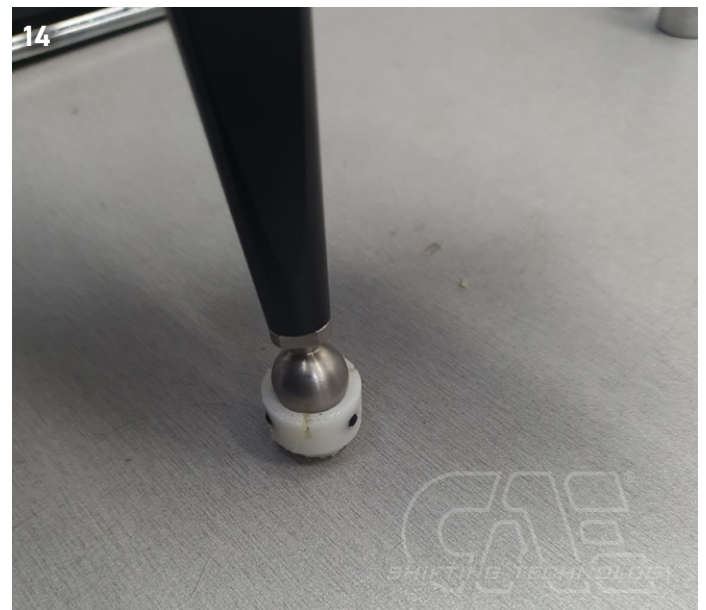


- ▶ Disconnect the shift cables from the levers. Unthread the clasp securing the selector cable (left) from the bolt. Remove the selector cable eye from the bolt.
- ▶ To remove the shift cable head from the shift lever, press the ends of the spring clip apart. This can be done quite well with needle-nose pliers, which are pressed apart. (Picture 13)
- ▶ Remove the original shift unit: The shift cables can be released if the black caps are twisted clockwise (looking in the direction of travel), this will cause the cylindrical detents to move out of the bulkhead plate and the cables can be removed upward. Fold in the white latches above the switching cables (Picture 16). This keeps the caps pretensioned for later assembly.



ⓘ PLEASE NOTE: The latches are irrelevant for the actual installation of the cables and the function of the shifter, it also works without them.

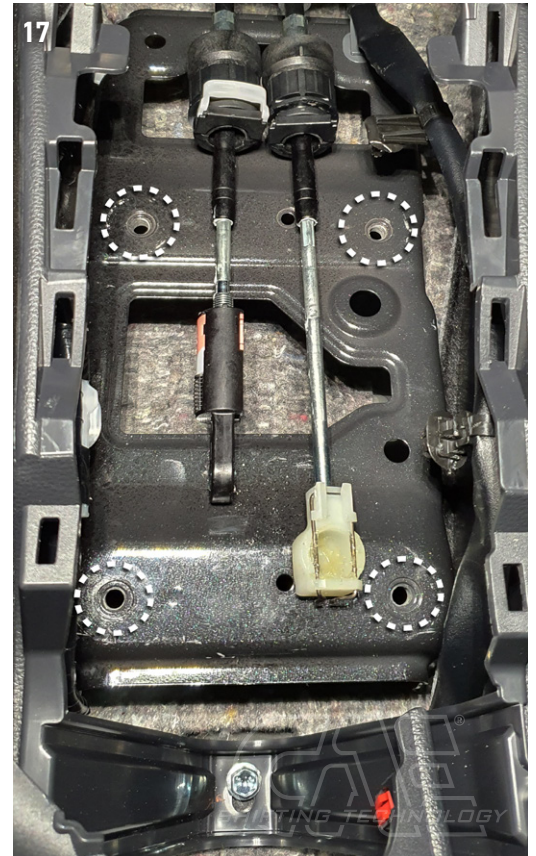
- ▶ Unscrew the 4 fastening screws of the original shift lever and unthread it from the center console. (Picture 17)
- ▶ Remove the plastic cap from the lower ball of the shift lever and mount it later on the CAE shift lever. (Picture 14, 15)

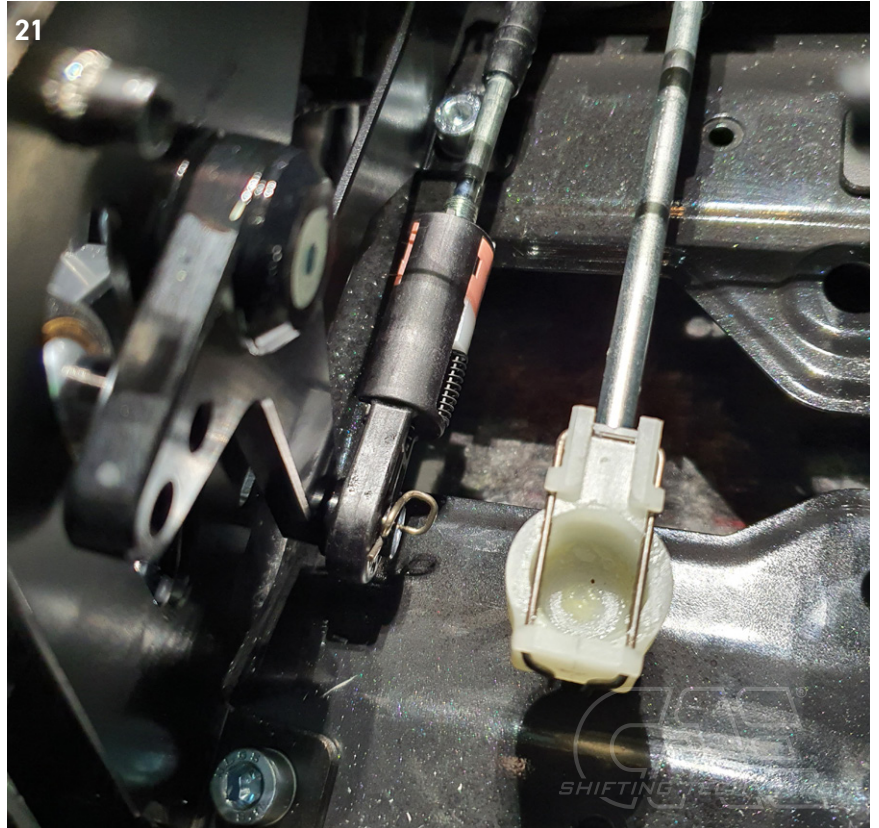
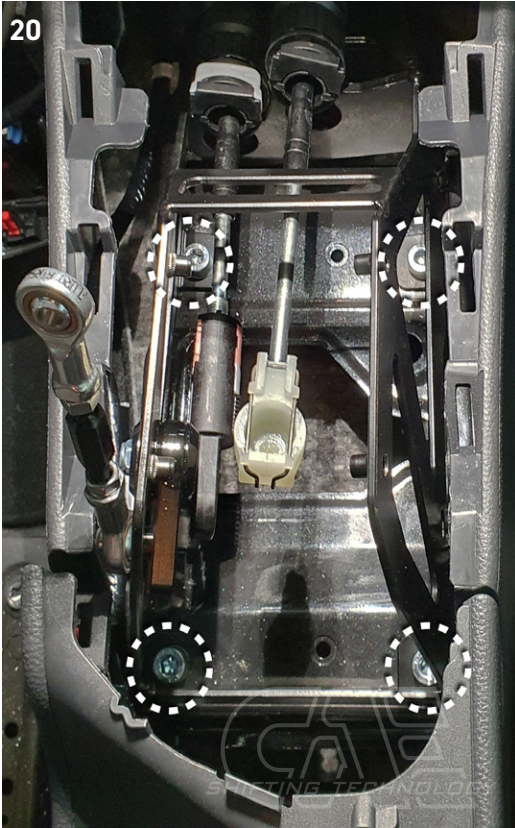


The installation

- ▶ For easier installation, remove the upper part of the shifter: To do this, unscrew the 2 side housing screws (M5, SW 8 mm) and the upper Allen screw of the coupling rod (M6 x 20, SW 4 mm). (Picture 18, 19)
- ▶ Then place the CAE shifter on the center tunnel, inserting the shift cables from the front. Insert the shift cables into the shifter housing from the front.
- ▶ Tighten the shifter with the 4 M8 x 16 Allen screws (SW 6 mm) and toothed lock washers (Picture 20), then insert the cables on the bulkhead plate. The white latches snap upwards, then tighten the caps clockwise (seen from the front) so that the cables sit tightly in the shifter housing.
- ▶ Place end of shifter cable with rubber bushing on bolt of L-lever and secure with original cotter pin (Picture 21). Place shifter upper part and tighten the 4 housing screws (Picture 22) and the coupling rod (Picture 23), do not glue in!
- ▶ Press the shift cable head onto the ball with plastic sleeve on the on the gearshift lever.

ⓘ PLEASE NOTE: Generally grease each ball socket, bearing bolts and bushings. Never kink shift cables!





Adjustment of gear shift paths 6-speed gearbox

- ▶ Adjust the center position of the shift lever. This must be slightly inclined (approx. 5-8 degrees) to the right, this is the gear level 3/4. Correct this setting, if necessary, by moving the spring stop (Picture 24). Loosen this screw with an Allen key (SW 5 mm) only (approx. 2 turns), but **never** unscrew it completely!
- ▶ Adjust the length of the side coupling rod (Picture 25).
- ▶ Now shift the transmission to 3rd or 4th gear. The 3rd and 4th gears are in neutral zero position. To engage them, simply move the shift lever forward or backward without load (Picture 26).
- ▶ Now adjust the connection rod (Picture 25, R/L thread) so that the lateral clearance on the shift lever is the same when 3rd and 4th gear are engaged. Otherwise, the connection rod must be readjusted - it's a matter of tenths of a millimeter! Even countering the nuts will bring about a change. Note that the lower thread is a left-hand thread.

PLEASE NOTE:

The small double spindle has R/L thread. At the bottom of the Unibal bearing is the left-hand thread. The spindle is made of aluminum! Tightening torque of the nuts max. 3Nm!

CHECK: With 3rd and 4th gear engaged, the lateral clearance at the shift lever must be equal.

Carry out the fine adjustment on the lateral coupling rod (Picture 25) on the shifter.

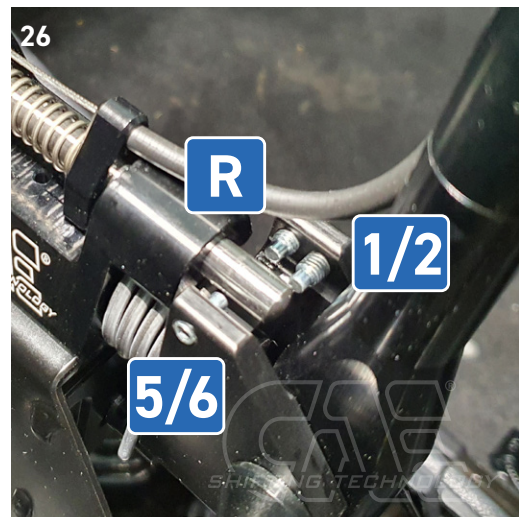
- ▶ When these settings match perfectly, shift the transmission to gear level 1/2 using the shift lever and adjust the stop screw until the gears 1. and 2. can be engaged and changed cleanly.
- ▶ Now shift gearbox to gear level 5/6 using shift lever and screw in stop screw until 5th gear can be engaged cleanly.
- ▶ Actuate reverse gear lock pin via pull and shift transmission to reverse gear level. Screw in the corresponding stop screw until reverse gear can be engaged cleanly.

ATTENTION: During the adjustment of the reverse gear must be absolutely paid attention to the free movement of the upper Unibal too much swing angle at the shift lever to the left beyond the end position of the Unibal leads to breakage of the aluminum coupling rod !

When engaging the reverse gear, observe very carefully, the coupling rod must not move sideways at all.

If this is the situation, the shift lever must be moved further to the right in the center position (spring stop to the left) and the coupling rod and the stop screws must be readjusted accordingly.

PLEASE NOTE: The stop screws (Picture 26) must under no circumstances be in contact with the pin when the gear is engaged. A gap of approx. 0.5 mm is okay.



Editing and installation of the center console

Now the shifter top has to be removed again to be able to mount the center console. (Picture 27, 28)

- ▶ Disassemble the shift cable head again. (Picture 29)
- ▶ Unscrew the upper screw of the coupling rod rod.
- ▶ Unscrew the 4 housing screws and remove the shifter upper part completely.

Process the center console according to the red marking (Picture 30). The free movement of the shifter must generally be ensured and the coupling rod on the left side sits very close to the inner plastic edge. Please remove material there accordingly. A small air saw or a coarse file can be helpful here. Now reinstall the center console in reverse order.

- ▶ Press the handbrake cover firmly in place.
- ▶ Press on the rear storage compartment of the center console.
- ▶ Plug in the electrical plugs of the center console upper section.
- ▶ Put on the upper part of the center console - first forward, then downward. Hold up the corner of the dashboard and press it firmly behind.
- ▶ Push in plastic clasp, push in switch unit.
- ▶ Replace shifter upper part and use needle nose pliers or tweezers to tighten the 4 side mounting screws. (Picture 31+32)
- ▶ Then tighten the screws with 8 mm open-end wrench (or ratchet wrench). Now tighten the upper Unibal bearing again, glue the screw with a small drop of Loctite.
- ▶ Press the shift cable head back onto the shift lever.

! ATTENTION: If the shifter is generally installed without a center console, the 4 housing screws and the upper screw of the coupling rod must be tightened during installation and before adjusting the shifter.



31



32



FINALLY! Check all functions and settings during the test drive and readjust if necessary!

Incorrect or inaccurate settings can cause damage to the gear box and consequential damage!

If you have any questions or problems, please be sure to contact us, we look forward to your feedback to improve our products.



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