



# ULTRA SHIFTER

Installation  
instructions

📍 10046HD AU / VW / SE / SK  
"UNDERFLOOR"

Audi A3, TT  
VW Golf 4, 5, 6, 7  
Scirocco 3, Beetle  
VW Bora, Jetta 4, 5  
Seat Leon 1M, 1P  
Skoda Octavia

5/6-speed transmission  
02J, 02M/Q  
MQ200, MQ250, MQ350  
FWD, Quattro, Synchro

WWW.CAE-RACING.DE

AUDI / VW / SEAT / SKODA



# PLEASE NOTE

## SAFETY FIRST!

- 📍 Raise the vehicle safely with a vehicle lift for installation. Improper lifting can cause damage to the vehicle and/or personal injury or even death!
- 📍 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.
- 📍 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)
- 📍 Generally attach a sealing sleeve to all ball heads (if available on the model). Lift sealing sleeve very slightly to lubricate.
- 📍 All screws and nuts that are not self-locking or are fitted with tooth lock washers glue in during assembly!
- 📍 After installing the shifter, secure all ball heads (if available on the model) with the cotter pins provided!
- 📍 If CAE shift cables are included in the scope of delivery, please never kink them!

## **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 which puts a disproportionately high strain on a transmission and in the worst case causes a fatal wrong shift in gear!

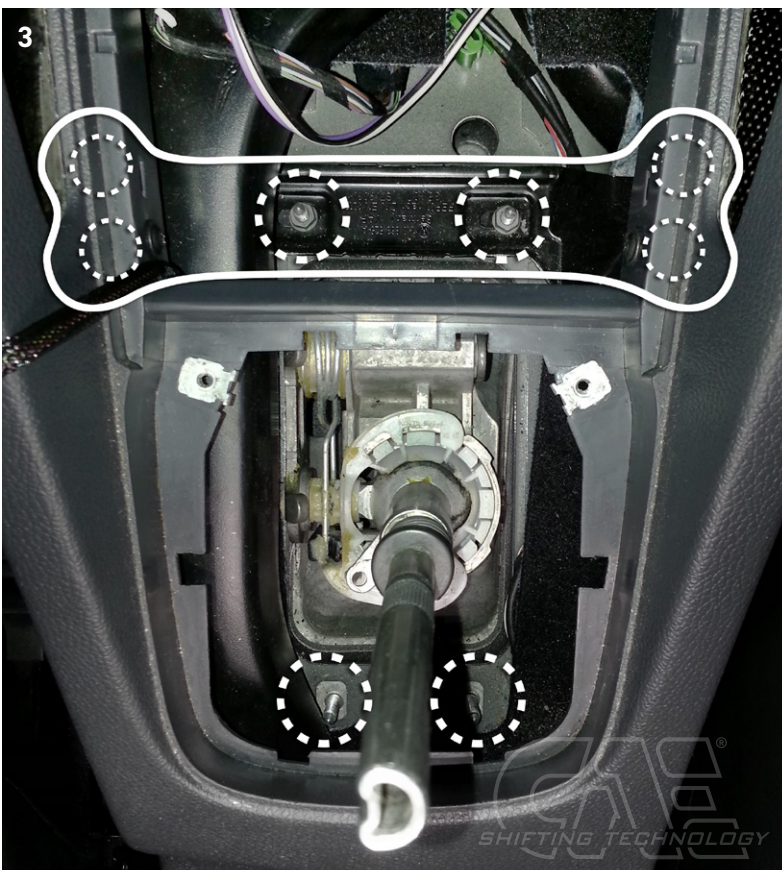
- i** The shifter is designed for vehicles with interior equipment. The center console can be remounted in the vehicle after the shifter is installed.

### The center console must be edited for installation

- ▶ Process the center console as shown in Picture 1 an air saw, for example, is suitable for this purpose.
- ▶ Make sure that all moving parts of the shifter (reverse gear mechanism) have sufficient clearance when assembled.

### Disassembling

- ▶ Lift vehicle safely on car lift. Disconnect battery and remove incl. battery carrier. Remove ends of original gearshift cables. Remove cable abutment on transmission and transmission lever.
- ▶ Remove underbody panelling and heat shields. To do this, unhook/release the exhaust and let it hang approx. 60 cm, secure with rope or wire. Make sure that the flex pipe is not overstretched.
- ▶ Remove the cover frame of the center console. Also remove the side skirts (Picture 2) to access the screws of the console holder behind them, loosen the holder, it can remain in the center console.
- ▶ Loosen the nuts of the original shift lever from above (Picture 3) and remove it downwards. Completely remove the original shift lever and shift cables.

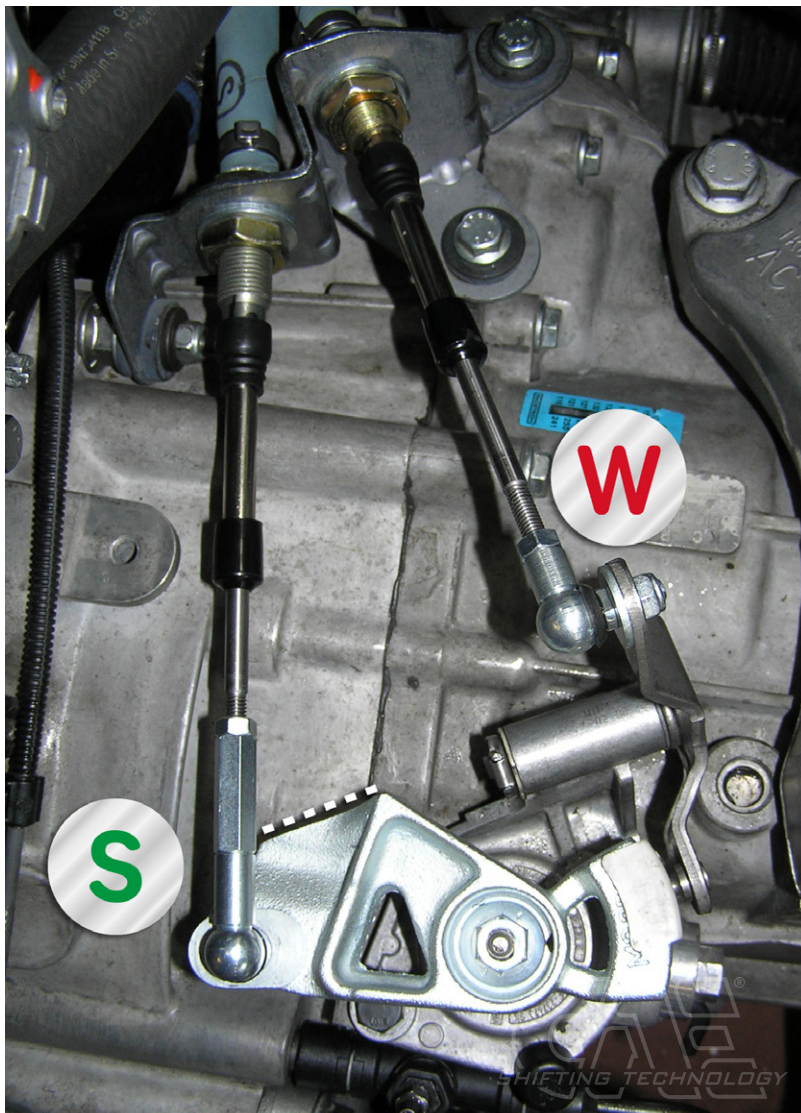
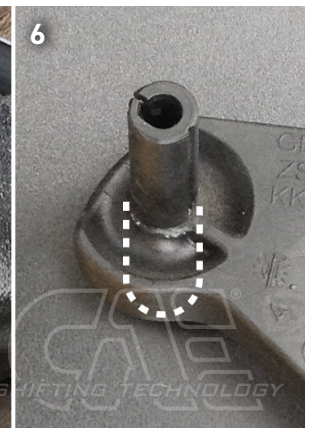
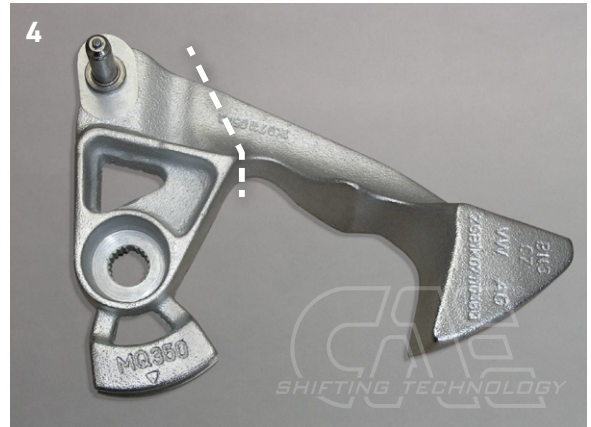


## Editing the gearbox levers

- ▶ If our modified lever set **10145 KIT** was not ordered, the existing levers must be reworked (Picture 5-8).

**ⓘ ATTENTION:** The plastic selector lever can only be reworked with considerable effort!

- ▶ The absorber weight from the shift lever must be cut off (see hatched area in Picture 4).
- ▶ Drill out the original bolts for the rope attachment on both levers ( $\varnothing$  8 mm) and mount the supplied ball heads.
- ▶ Then reattach the shift lever and selector lever to the transmission, grease the bearing bolts of the selector lever well.
- ▶ Do **not** reattach the cable abutment **yet**.





# HEAT PROTECTION FOR SHIFT CABLES (FOR ALL VEHICLES WITH CAE SHIFT CABLES)

Exhaust systems generate incredible temperatures, which can be several 100 degrees, especially under full load! Therefore, the shift cables must be absolutely protected with the blue-gray protective hoses against the strong heat effect!

Also the protected shift cables must not be in contact with the exhaust. For turbo engines please take additional measures should be taken, e.g. aluminum honeycomb sheets, heat protection tape or foils.



**EXCESSIVELY HIGH TEMPERATURES PERMANENTLY DAMAGE THE SHIFT CABLES!  
ESPECIALLY IN MOTORSPORTS, THE HEAT DEVELOPMENT IS ENORMOUS!**

## **i** ORIENTATION FOR INSTALLATION

Our shift cables are marked with different stickers at the ends. The connection to the shifter comes with a circular contour, the connection to the gearbox is made without a circular contour (S = Shift / W = Choose).



Connection shifter



Connection gearbox

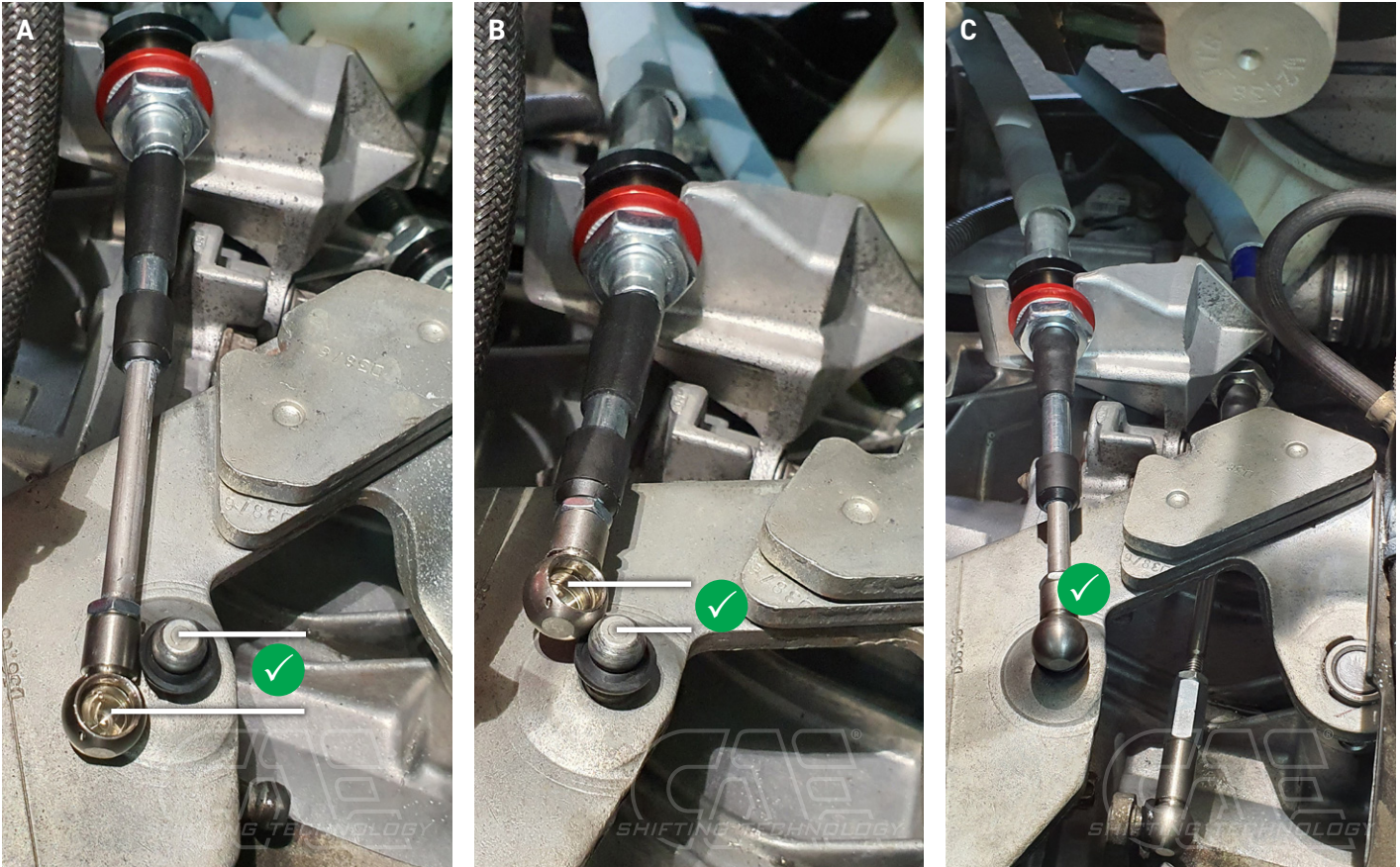


\* With the underfloor shifter, this washer is omitted inside the shifter box!

## CHECK THE END POSITIONS OF THE SWITCHING CABLES

**PLEASE NOTE:** ! Check cables for "end position free travel". When a gear is engaged, there must still be a residual travel available on the rope! (Picture A, B, C)

Sample pictures:



**CHECK:** With the gear engaged, pull the ball cup off the gearshift lever and check whether the shift cable can still be moved at least 3 mm. This applies to the "front" gears R-1-3-5 (Picture A) with the cable retracted and to the "rear" gears 2-4 (6) (Picture B) with the cable extended. The end position can be corrected by screwing the ball cups on the M6 thread of the cables in or out.

► After checking and adjusting, reassemble the ball cups from the shift cable. (Picture C)

**ATTENTION: THIS CONTROL IS VERY IMPORTANT FOR THE FUNCTION OF THE SHIFTER !!!**  
**If the remaining travel on the shift cable is missing, there is an immediate risk of damage to the gearbox. !!!!!**

## The installation

- ▶ Stick foam rubber strips onto the shifter from above/below to ensure gas tightness after assembly. Make sure that all holes in the base plate are covered.
- ▶ Insert the shifter into the tunnel from below according to the series part and fasten it with the 4 M6 nuts.



## Mounting the shift cables on the shifter

- ▶ Dismantle all attachments of the shift cables on the **S** and **W** gear unit side. On the shift lever side, remove all attachments except for 1 washer, toothed lock washer and nut.
- ▶ The longer cable **S** is attached to the center of the switch tower, correspondingly the shorter selector cable **W** to the left (Picture 9+10). The switch cables must protrude as far as possible from the box, no thread is visible inside!



- ▶ When installing, immediately route the cables in the direction of the engine compartment above the gear unit. Secure the M16 nuts with the toothed lock washers supplied, **do not** glue them in!
- ▶ From the engine compartment, slide one heat protection hose onto each of the cables and secure it against slipping with the clamp still on the metal bushing behind the thread (Picture 11).
- ▶ Fit the cables with washers, toothed lock washers and nuts, installing the rope abutment at the same time. Tighten the cable fastening nuts. The cables must be laid without tension.
- ▶ Grease the ball cups and press on the "shift cable" cup - "Dial" not yet. Do not install the retaining clip of the ball cups yet.



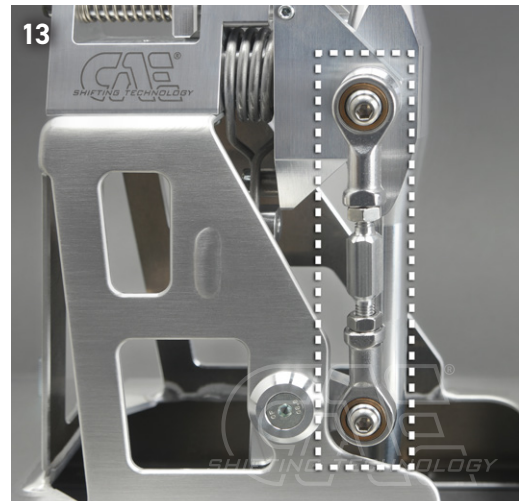
## Adjusting of the center position

- ▶ Adjust the spring stop (Picture 12) under the gearshift bracket so that the gearshift lever is slightly tilted to the right (approx. 5 degrees).
- ▶ Now shift the transmission to 3rd or 4th gear. To do this, move the shift lever forwards or backwards without moving it sideways.
- ▶ Adjust the ball socket "Dial" on the gearbox so that it can be pressed onto the ball without changing the length on the cable.
- ▶ Tighten the M6 nuts on the ball socket(s) and coupling rod.



**TEST:** With 3rd and 4th gear engaged, the lateral play at the shift lever must be equal.

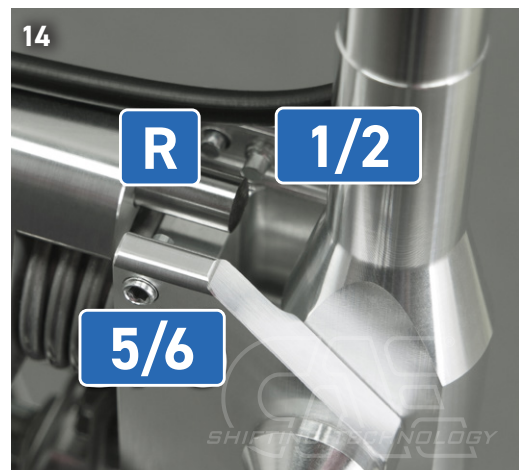
Carry out the fine adjustment on the lateral coupling rod (Picture 13) on the shifter.



**IMPORTANT!** Check the cables for "end position free travel". When the gear is engaged, there must still be a residual travel available on the cable!

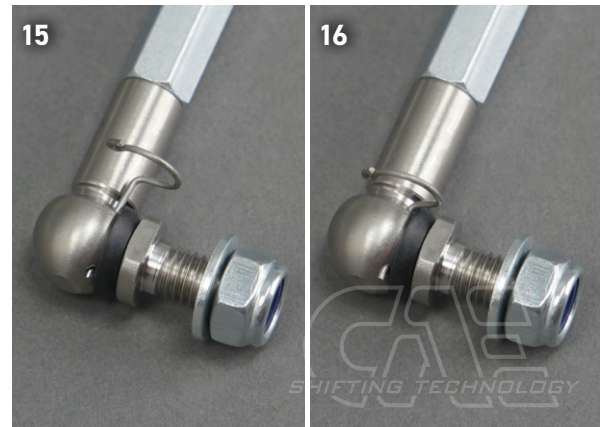
**A hard metallic noise when engaging the gear is always a sign of missing remaining travel!**  
See page 4

- ▶ Now shift to level 1/2 using the shift lever. Screw in the stop screw until the gears can be changed cleanly in level 1/2.
- ▶ Now shift to 5/6 gear level and screw in the 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 stop screw until reverse gear can be engaged cleanly.
- ▶ The stop screws (Picture 14) must never touch the bolt when the gear is engaged. A distance of approx. 0.5 mm is OK.





- ▶ Mount retaining clips (Picture 15, 16) on all ball cups.
- ▶ Screw the cover plate under the shifter box.
- ▶ Reinstall heat shields, exhaust, underbody panels, battery tray and battery.



**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.

# RACE THE ORIGINAL



Alte Bottroper Strasse 103  
D-45356 Essen  
0049. 201. 8 777 802  
service@cae-racing.de

[WWW.CAE-RACING.DE](http://WWW.CAE-RACING.DE)