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

Fitting instructions for 4H-TECH Q2 Short Shifter.

The following fitting guide is made on an 2016 model Opel Corsa-E OPC. But you can use this guide also on other Opel vehicles with the 2016-> M32 transmission fitted. Fitting might differ a little bit from this guide in that case, but fitting the Q2 shifter on these other cars is basicly the same. For any questions please email us 4H-Tech@short-shifters.com

Be sure to order the right type of short shifter for the M32 transmission, because there are 3 different types available. (Q2-Shift , Q-Shift and L-Shift. See our website for more information regarding these different types) www.short-shifters.com

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Fitting the Q2 shift is not very difficult. Basicly the old shifter arm (location on top ofthe transmission) must be removed, and exchanged with this new Q2 Shifter arm.

Do not try to fit the Q2 short shifter on the shifter shaft while it is still in the car on the transmission. You might dammage the shifter shaft construction by doing so. Always remove the shifter shaft first from the transmission, and then fit the short shifter to it.

Open the bonnet and locate the original shifter. The original shifter is located on top of the gearbox. (underneath the battery tray)

Remove the ECU, ECU bracket, battery and battery tray as follow:

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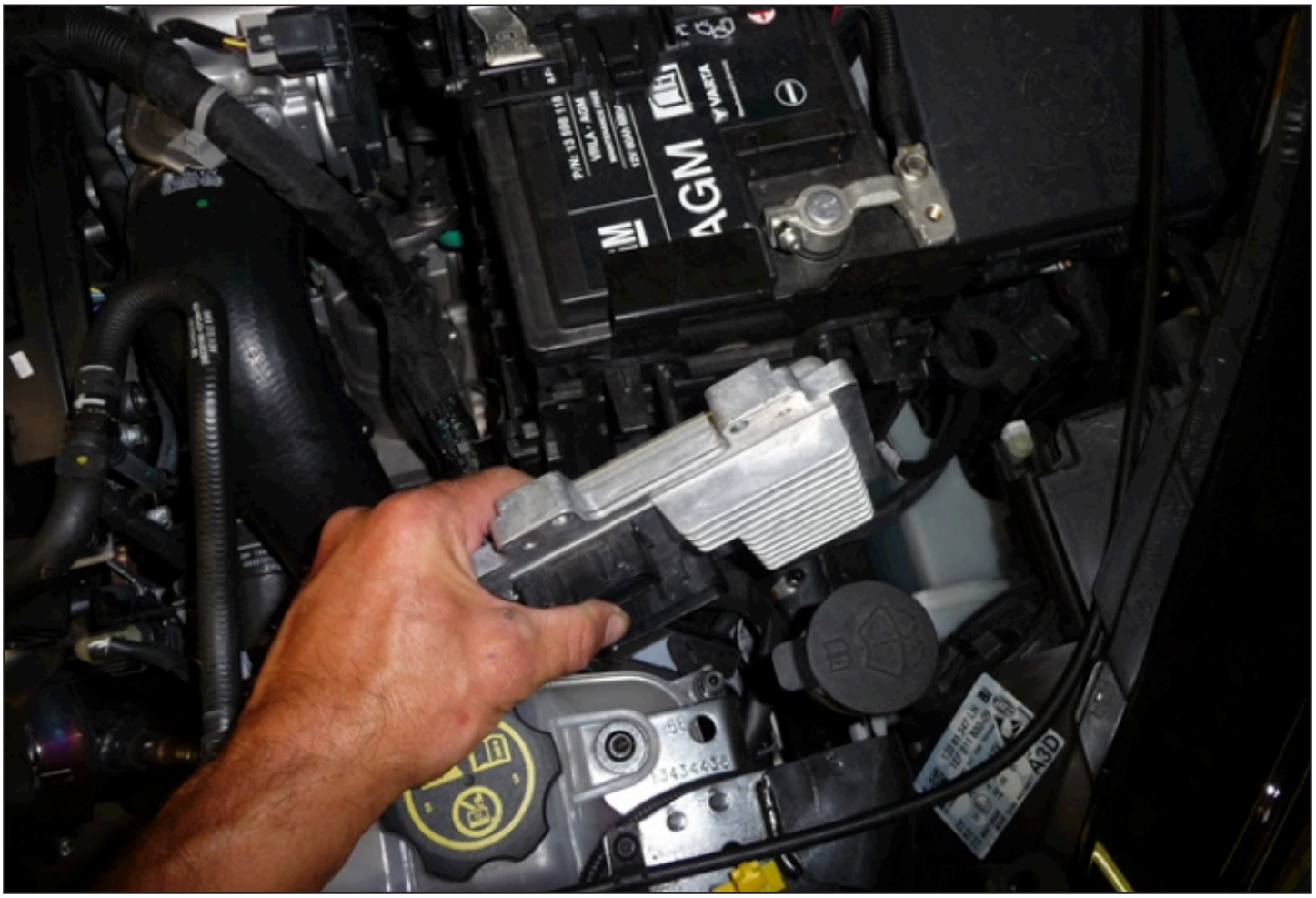

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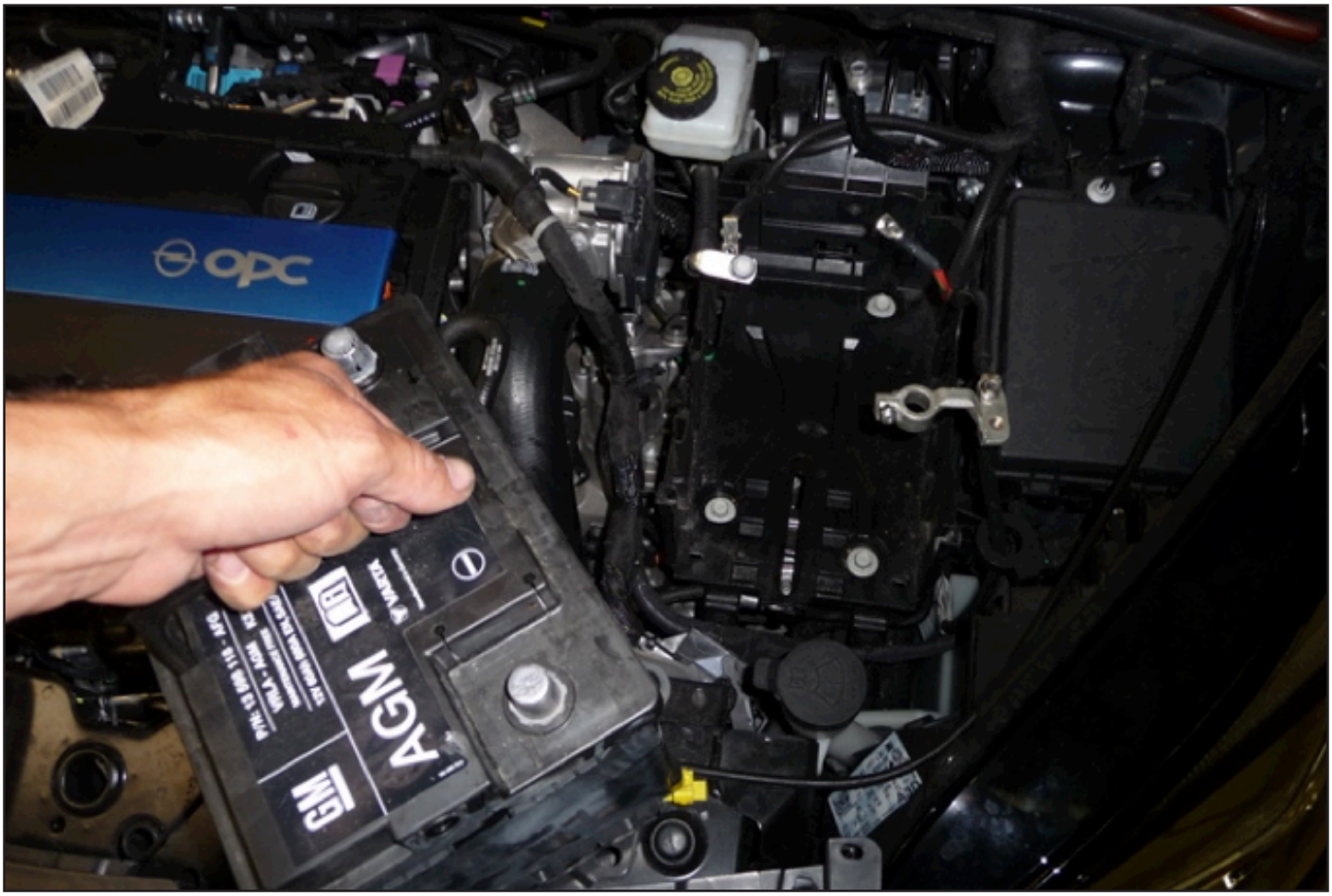
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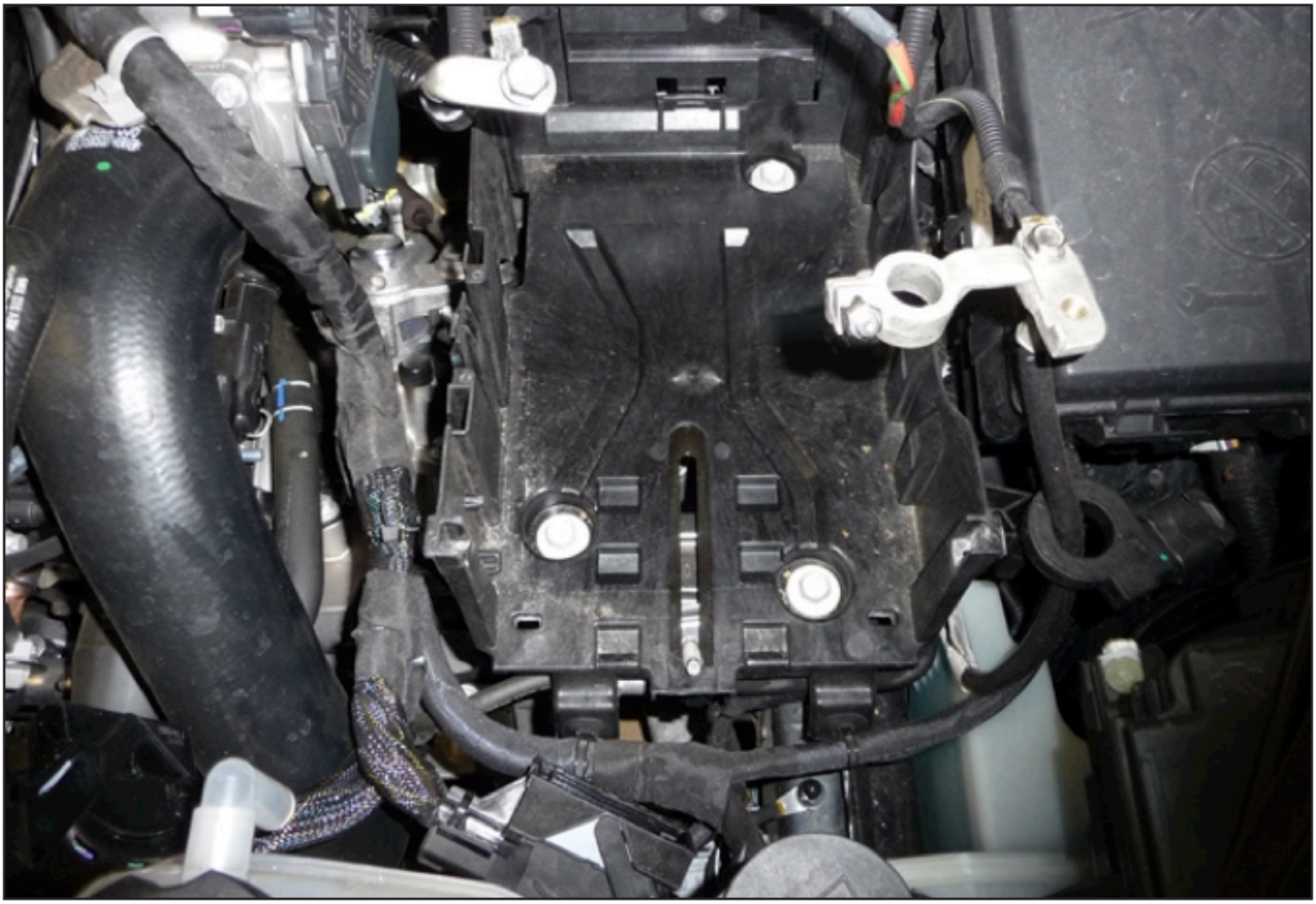
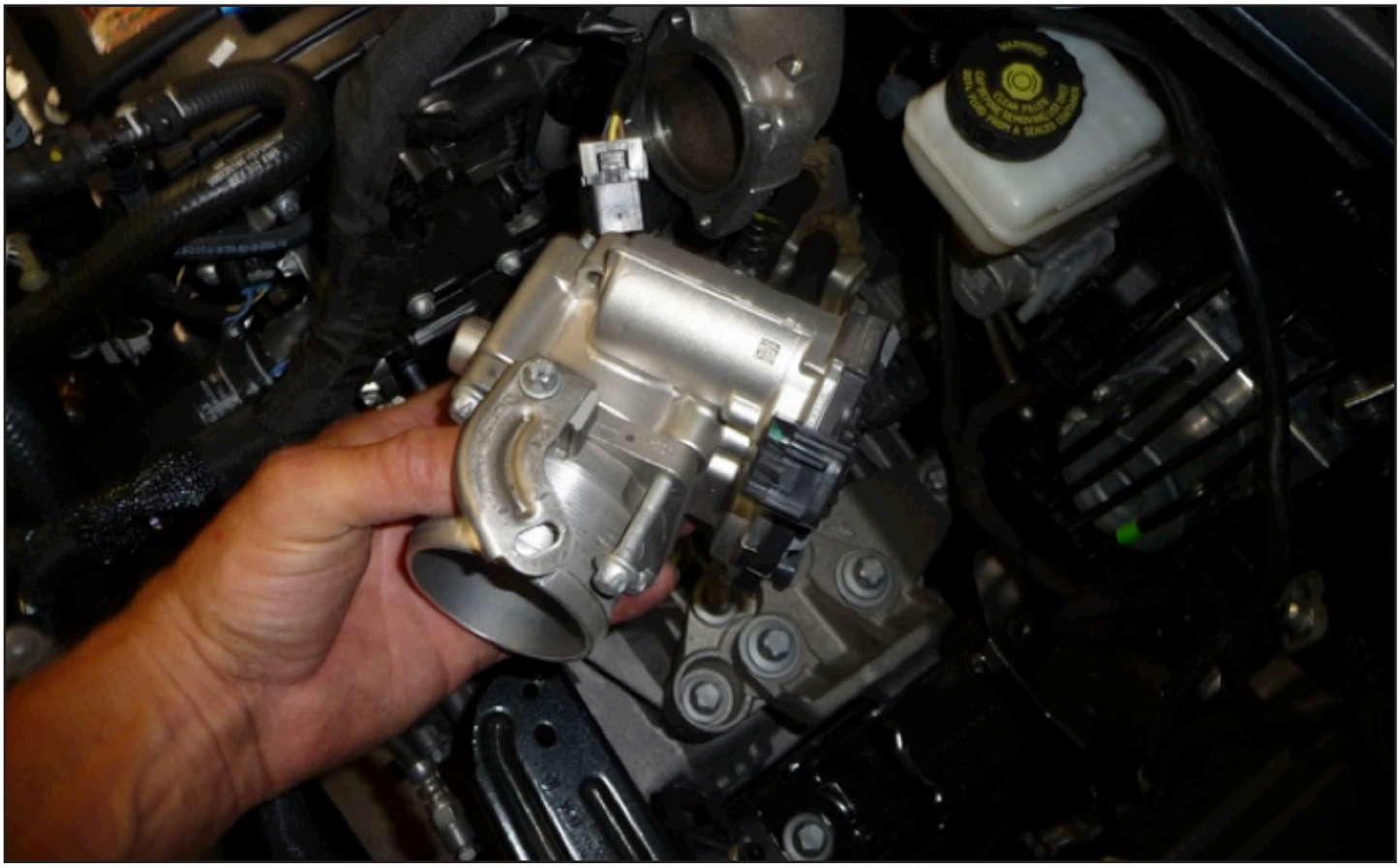
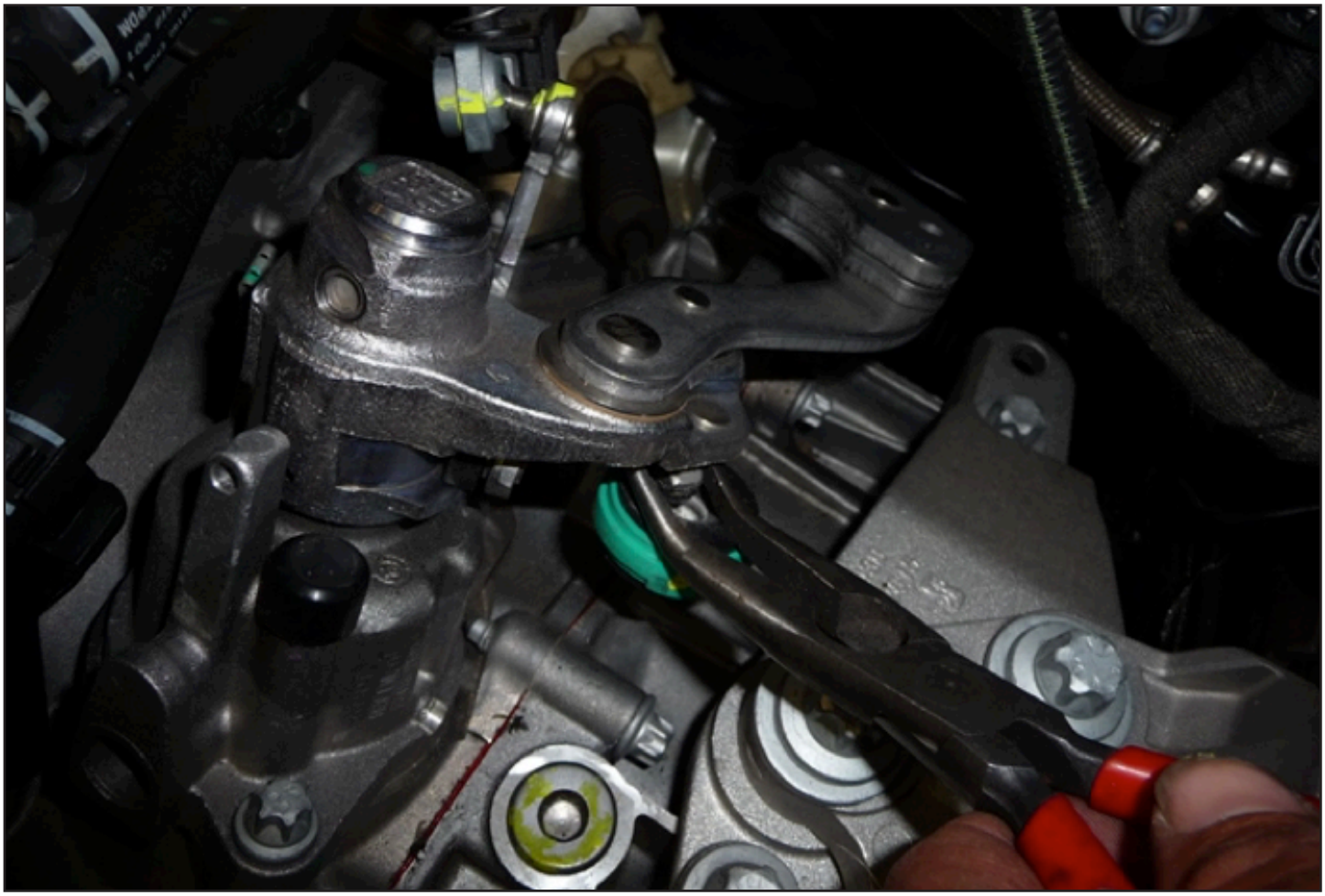
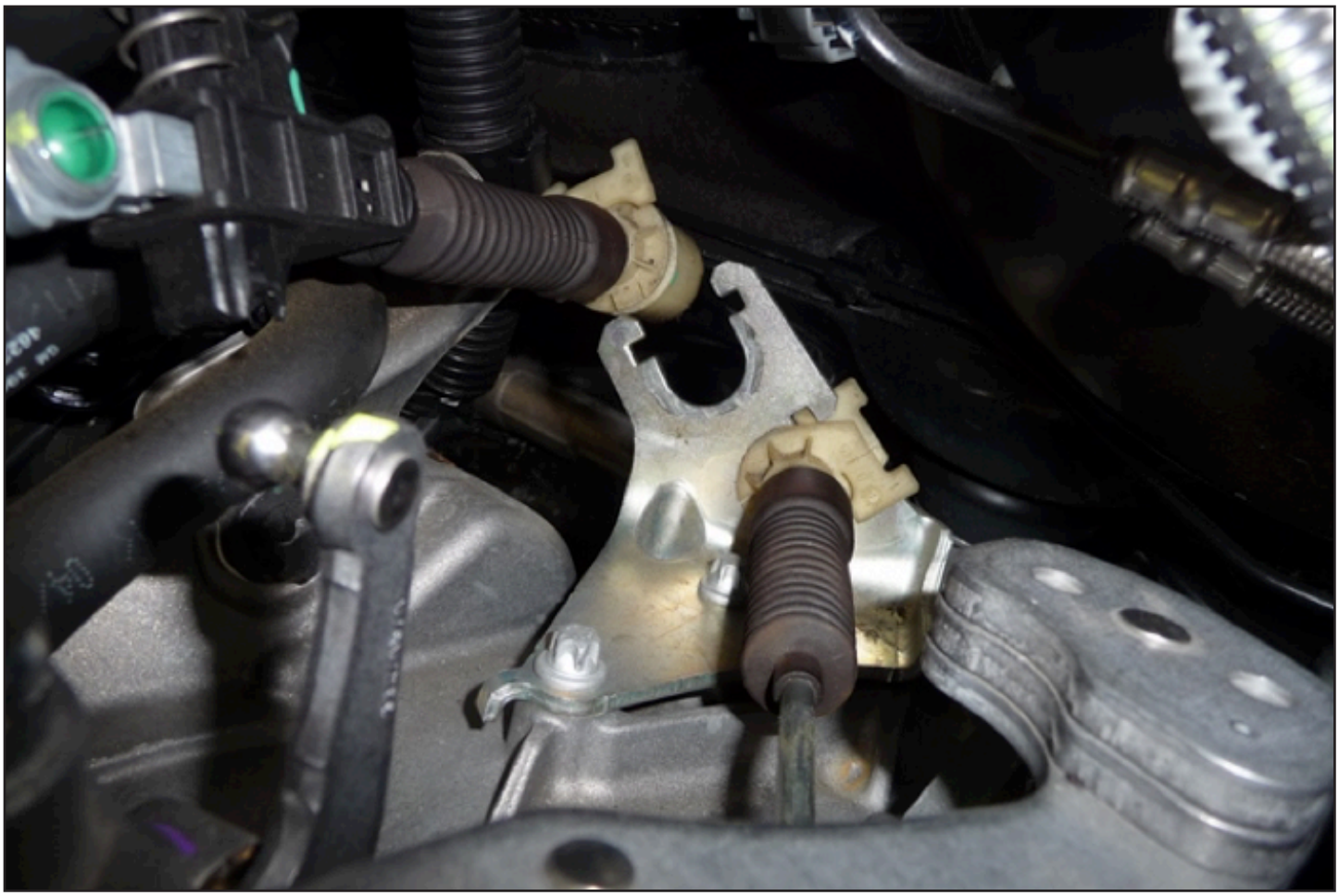


Remove intake hose and throttle body:

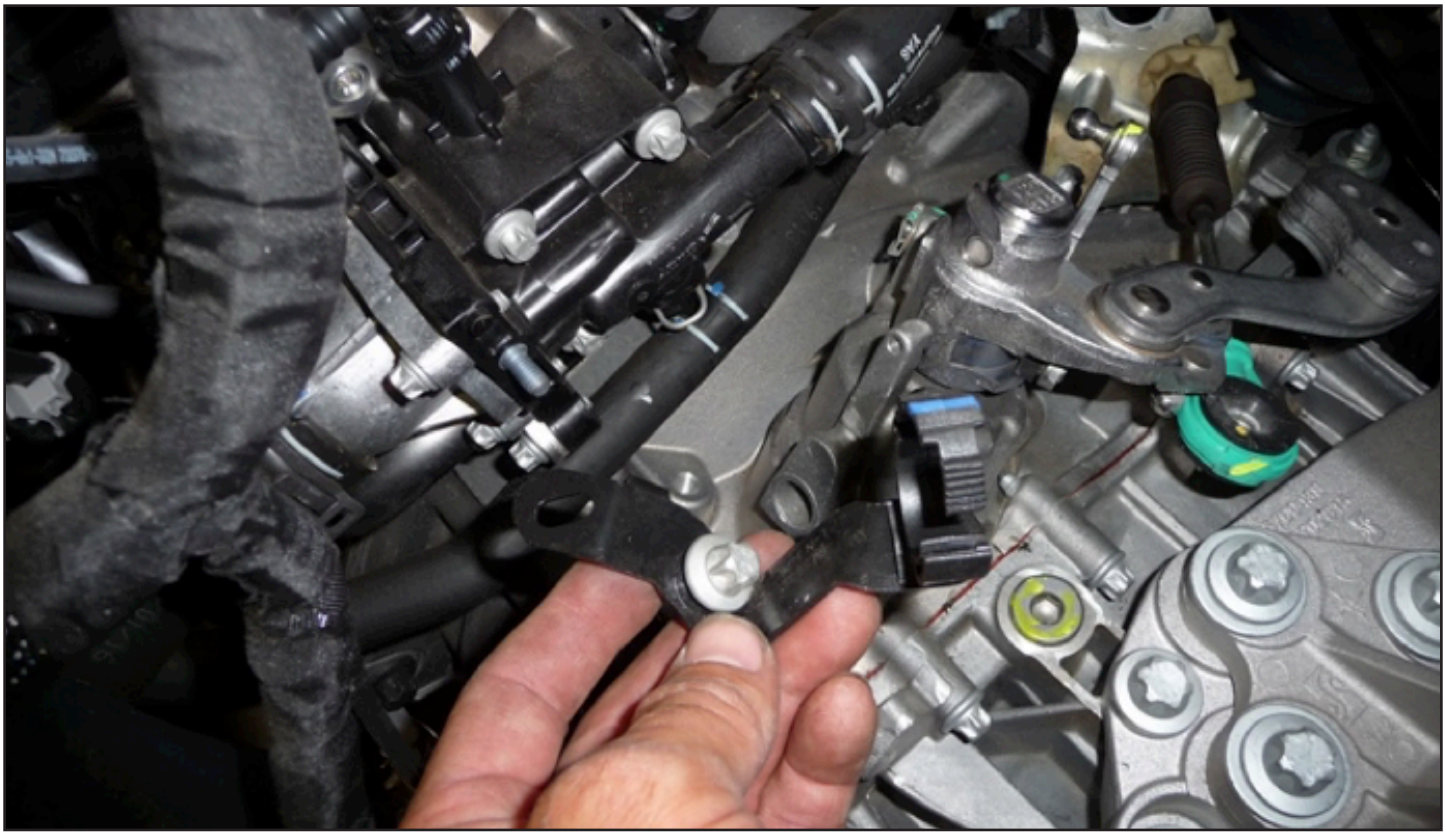


The original shifter can now be seen. Take a tool like shown on the picture and remove the shifter cables from the original shifter system. (can also be done with 2 screw drivers or a 13mm spanner)

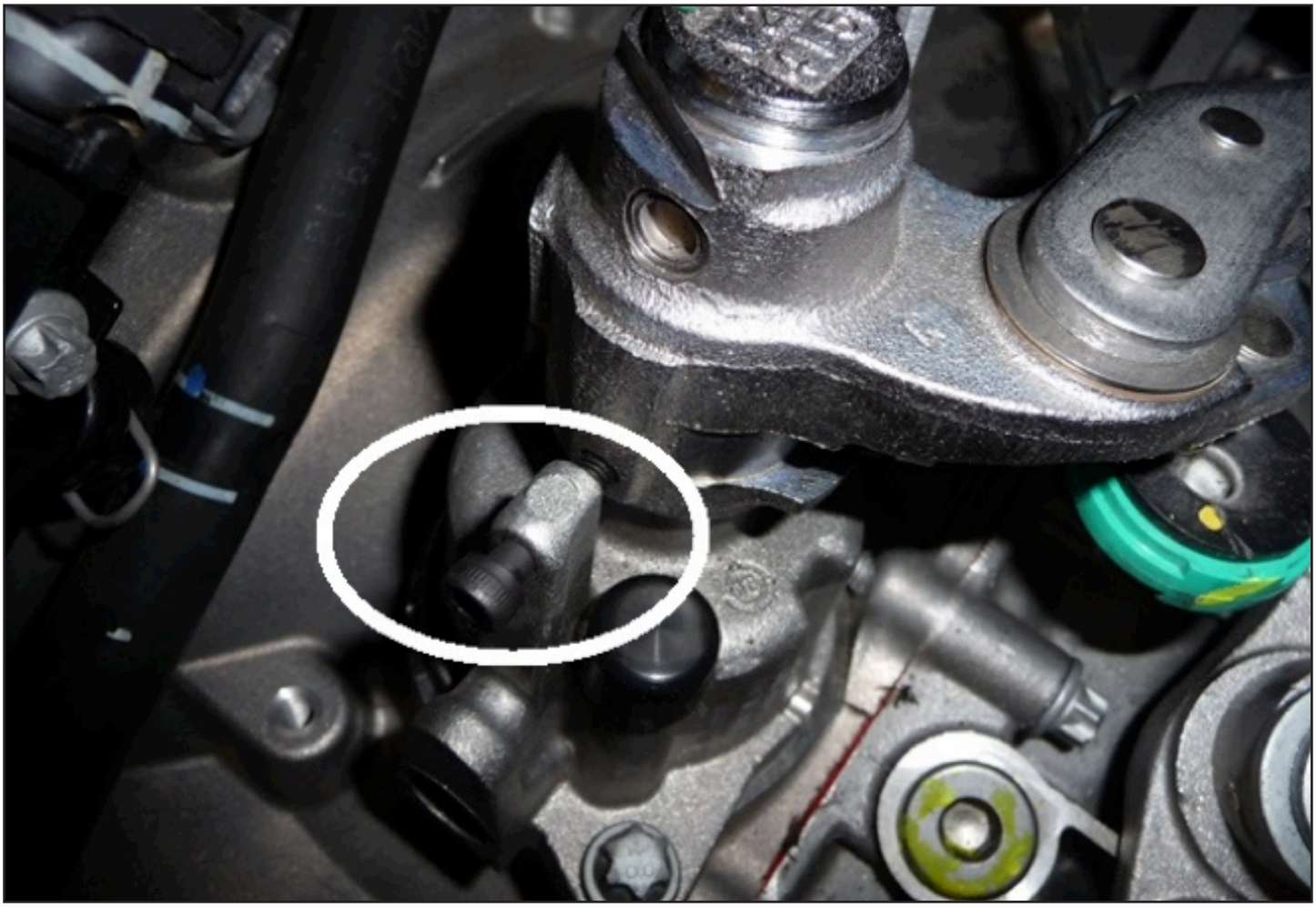




Remove cooling hose bracket:



Put the gear shifter arm in it's neutral position. (middle position)
Use the 5mm tool to secure the shifter arm in this neutral position.



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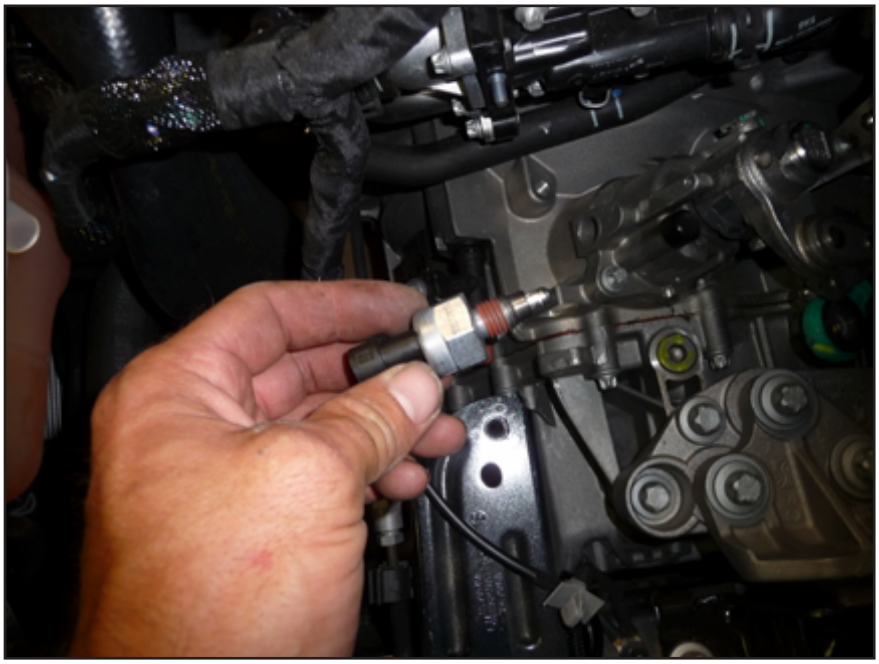
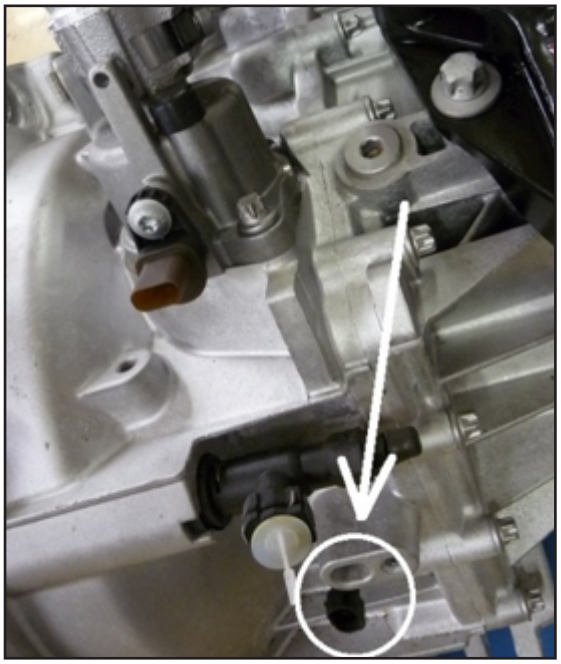
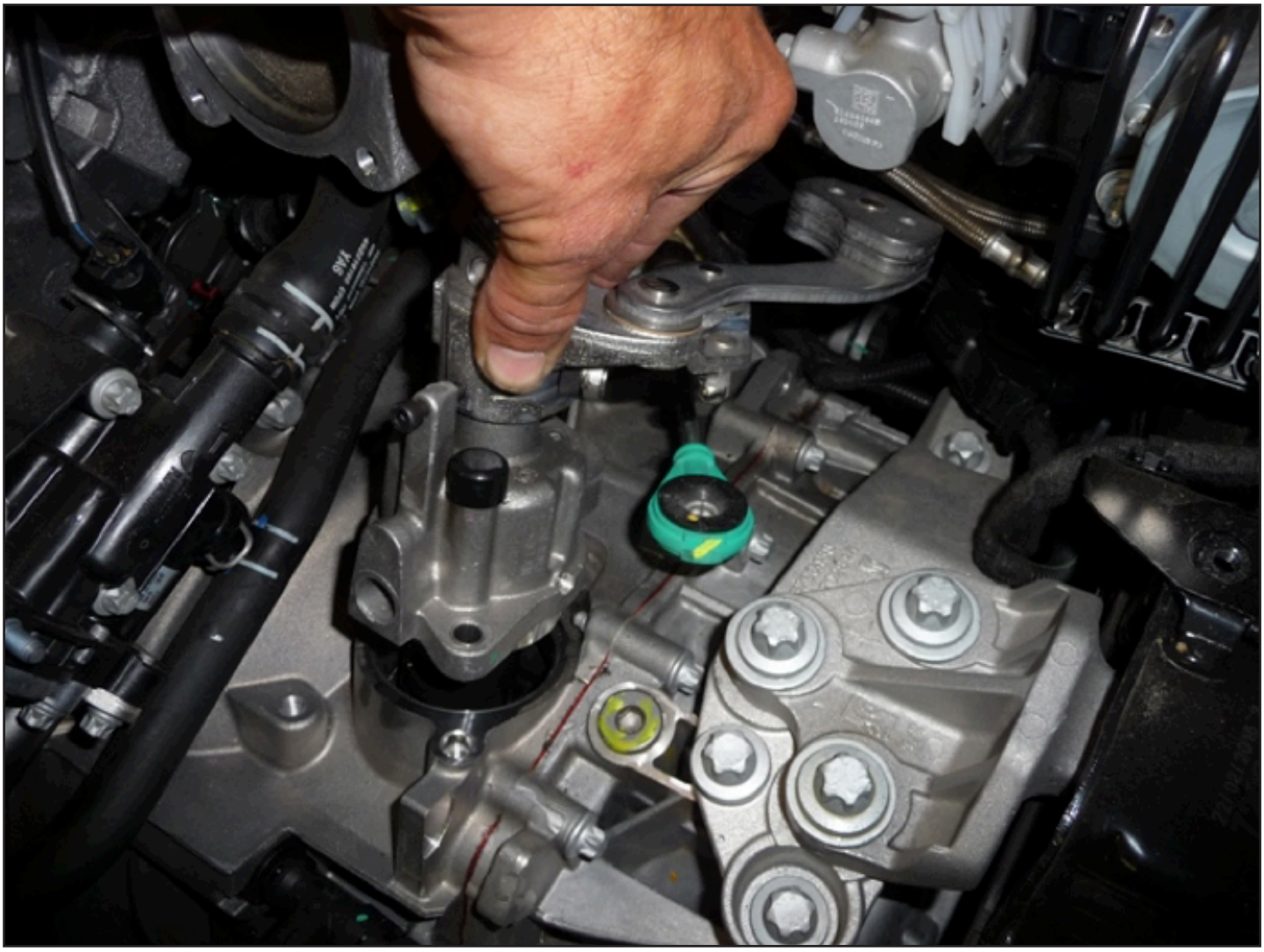
Loosen the 2 screws which shown on the following picture:

Remove the reverse switch from the gearbox. (Located at the front side of the transmission)
A new copper seal ring is supplied with the short shifter kit.





Gently pull out the shift shaft housing from the transmission in a straight line at the first few cm, and then tilt and turn it clockwise to remove it completely from the transmission. This housing can be a little stuck. Use a little screw driver between the shifter housing and the transmission to lift it a little. The inner parts of the transmission will not be damaged by doing this. Just keep in mind to remove the shaft housing while the shifter arm is in it's neutral position with the locking pin located in the shifter. Be carefull not to lose this pin when lifting the shift shaft housing. Do not let it fall in to the transmission!



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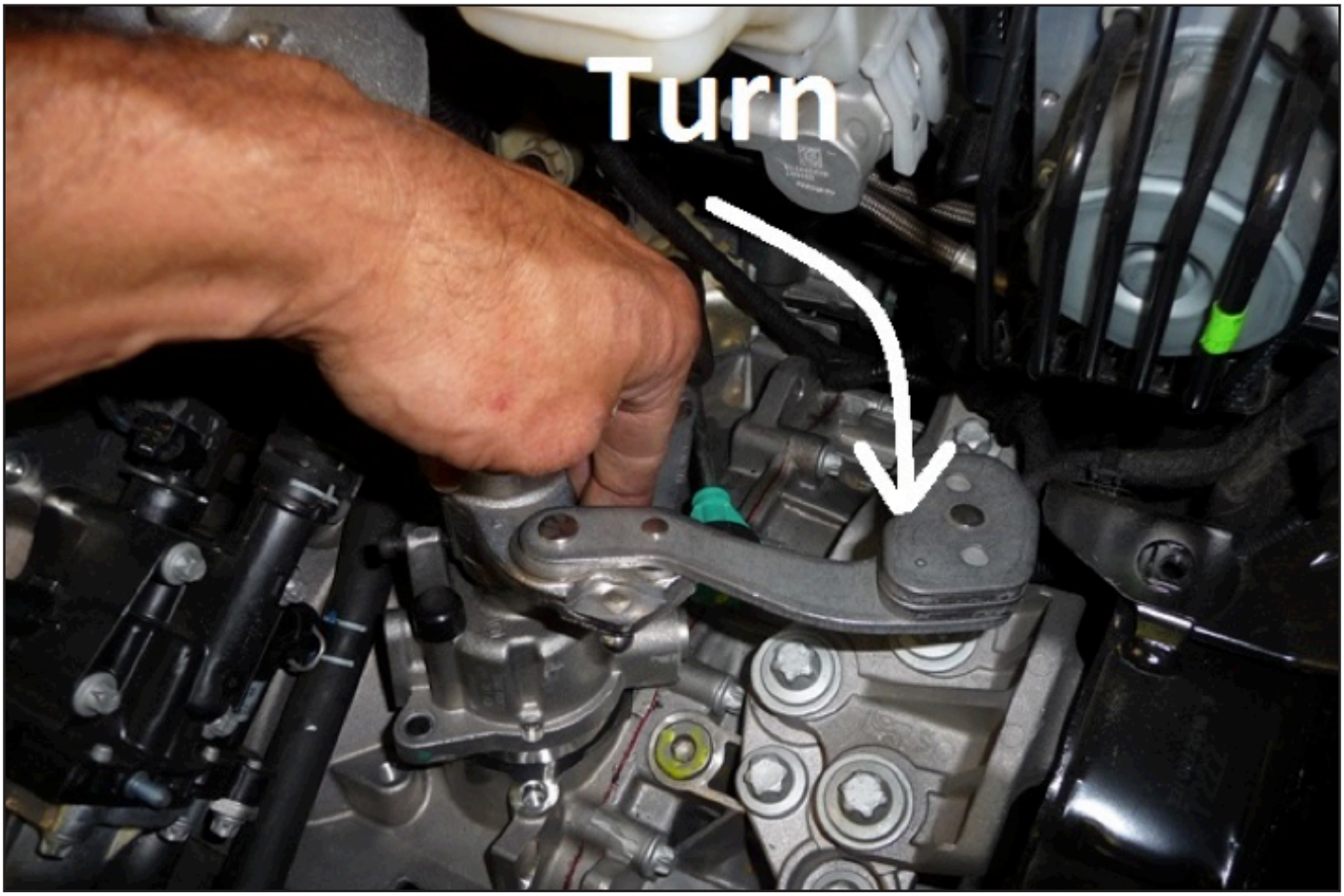
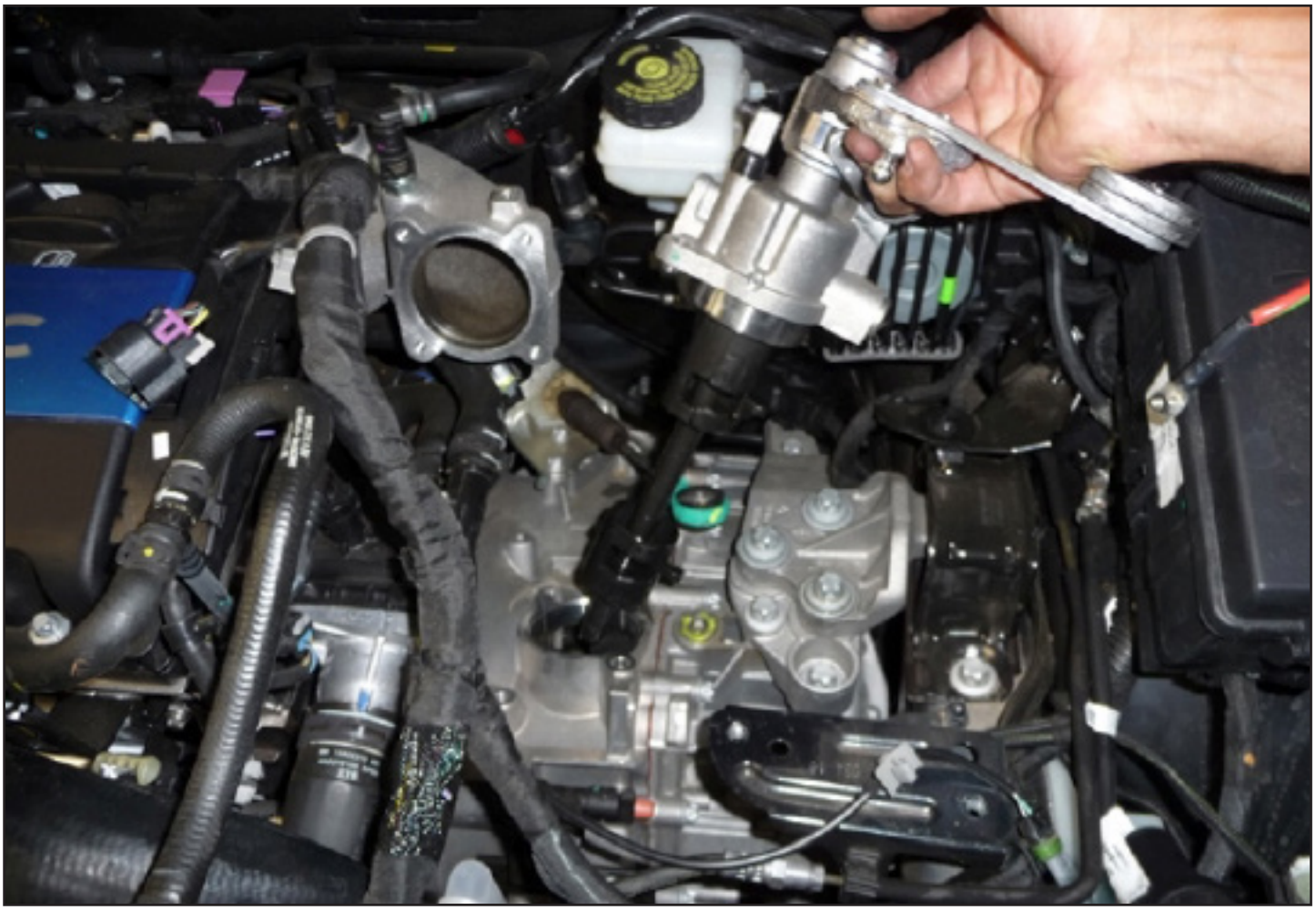
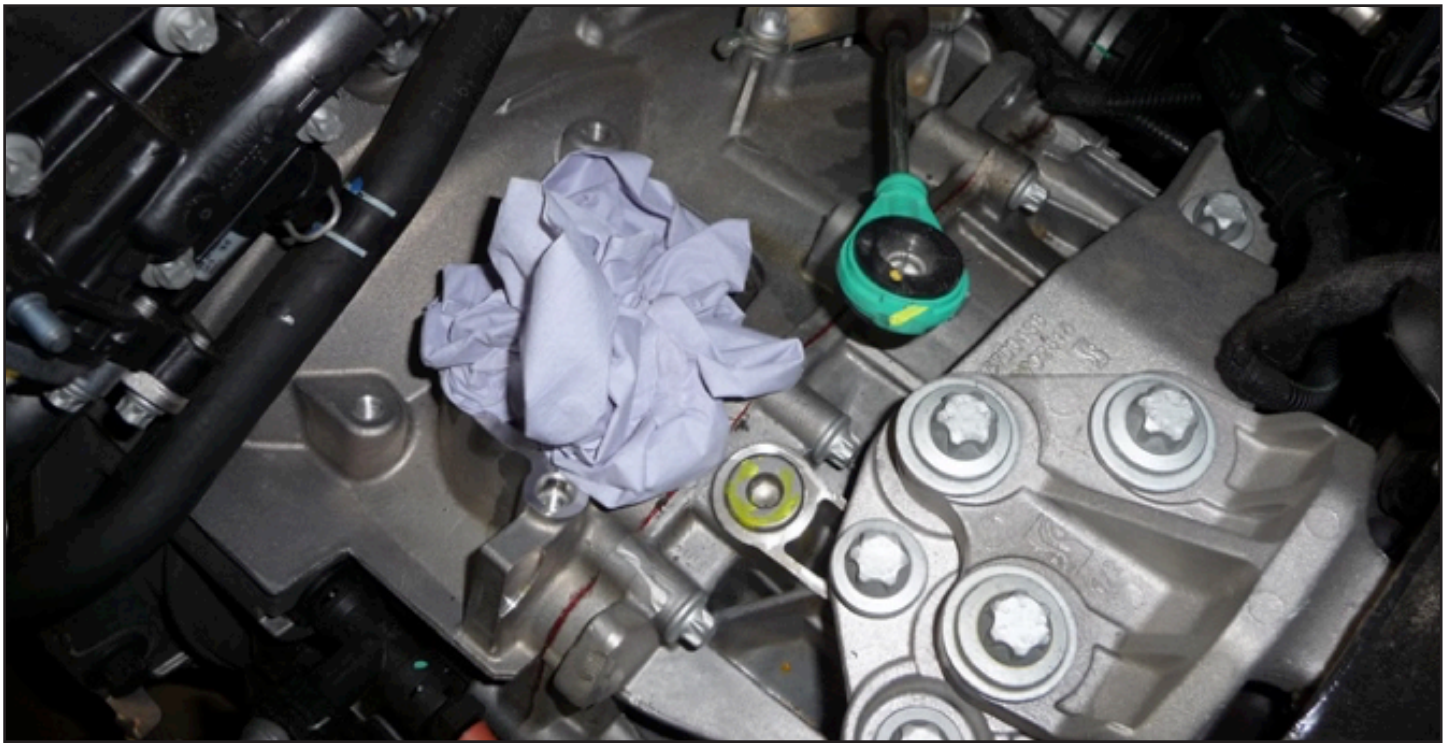




Cover the hole to prevent anything falling in to it.



Remove the clip from and remove the selector arm. Be carefull not to lose the square slider!
See following picture:

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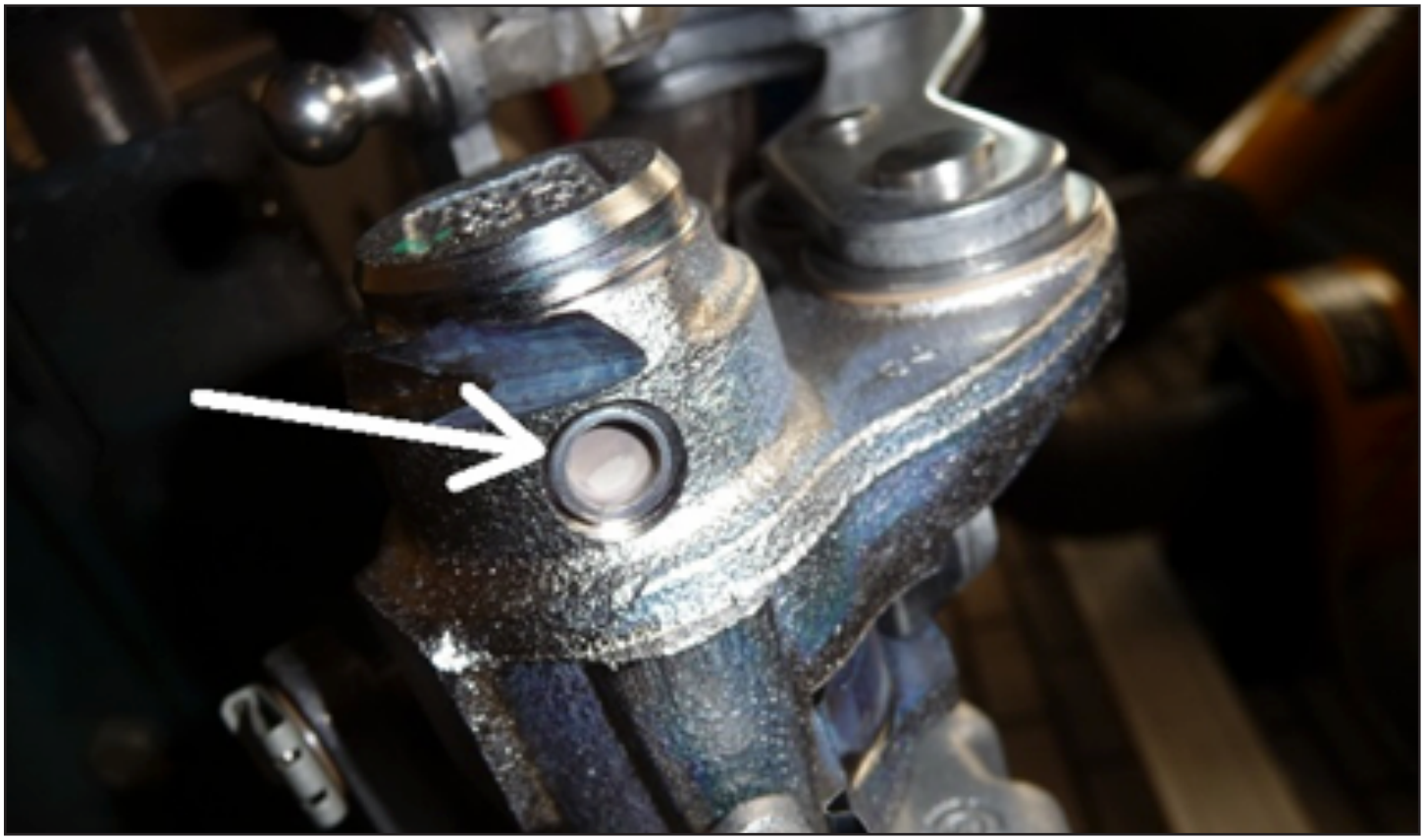
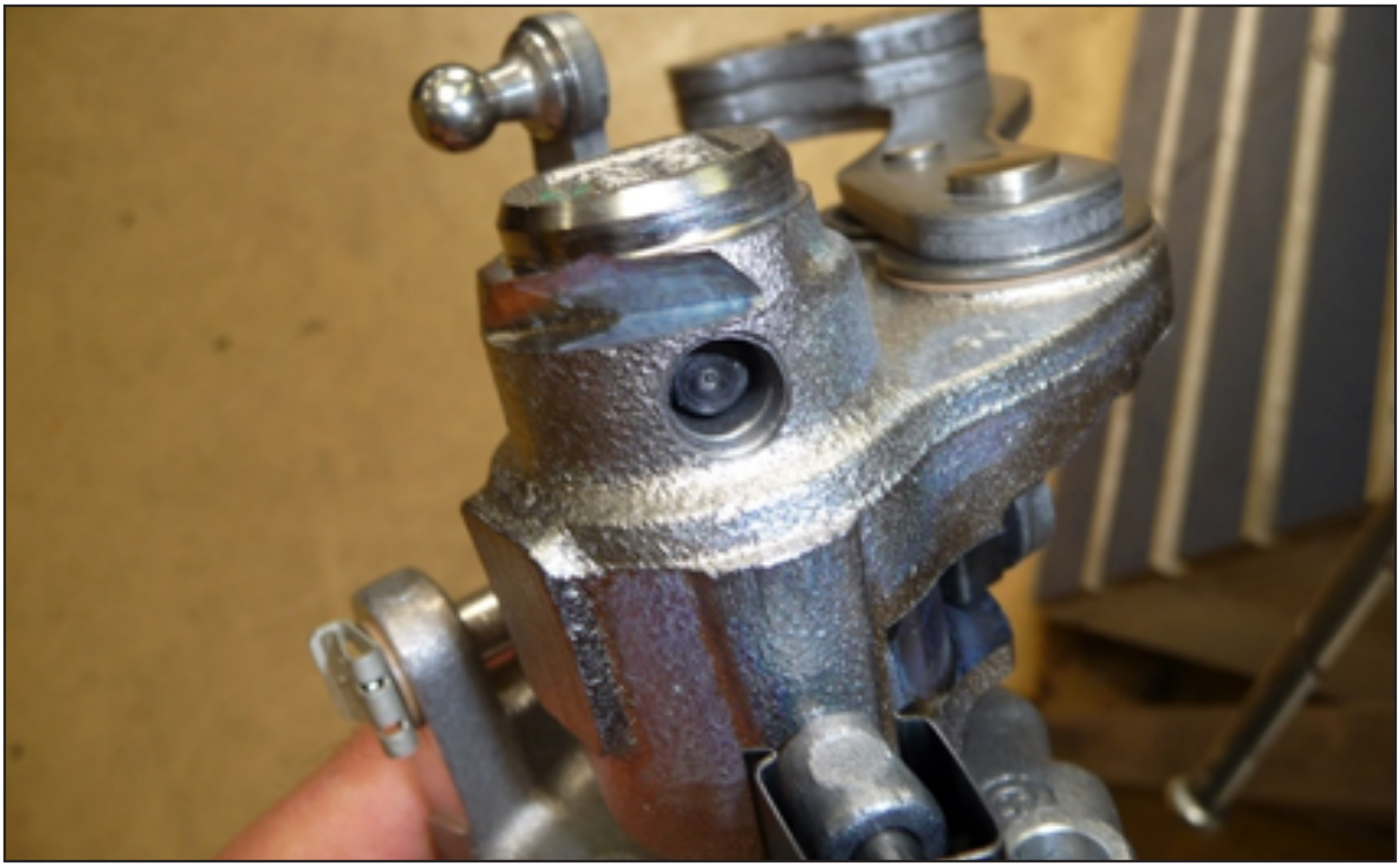


Put the shifter in a vice, and drill out the front and rear metal caps with an 8mm drill. These 2 caps are only 2mm thick, so be gentle. The caps will come lose quickly. (Caps can be removed, you do not need them any more)



Inside the 8mm hole a secure pin can be seen now. This pin must be removed with a punch and a hammer. Put the shifter on a vice like shown on the following pictures to support it while removing the secure pin.

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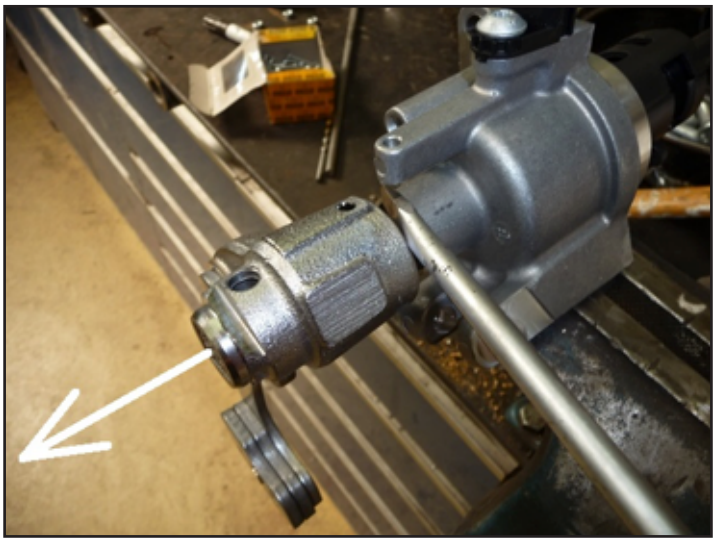
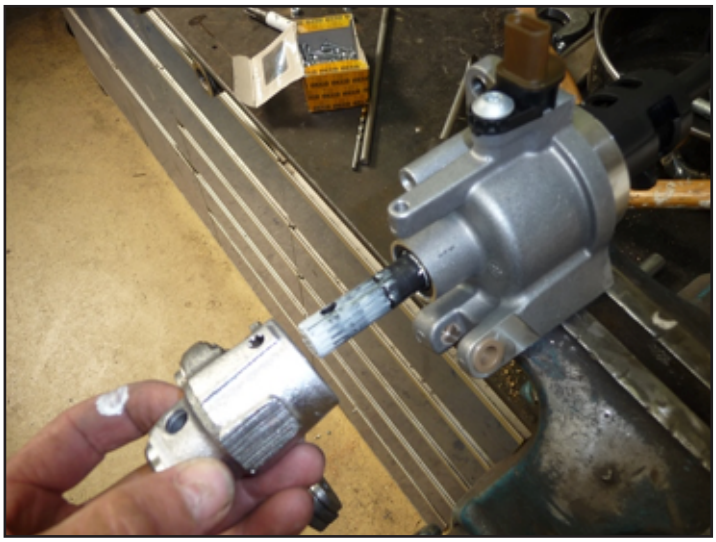
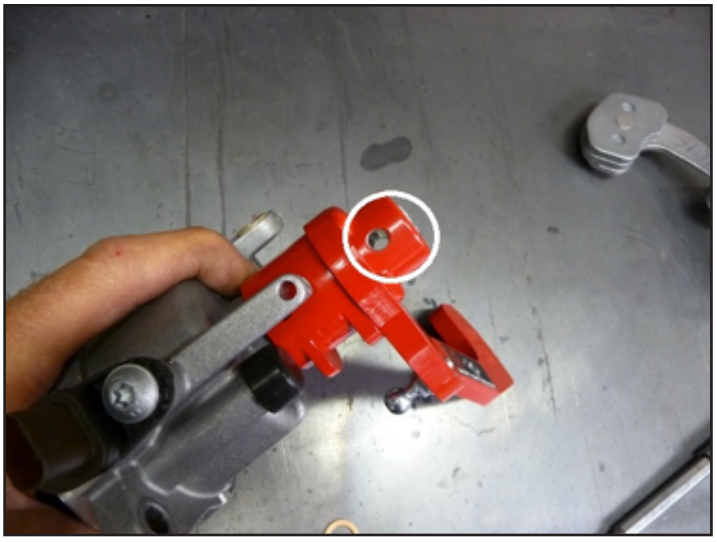
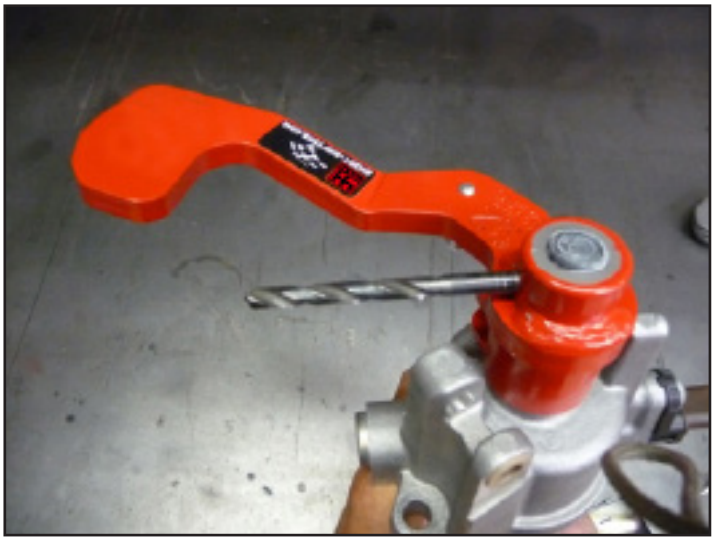
Use a srew driver to get the original arm of the shaft.

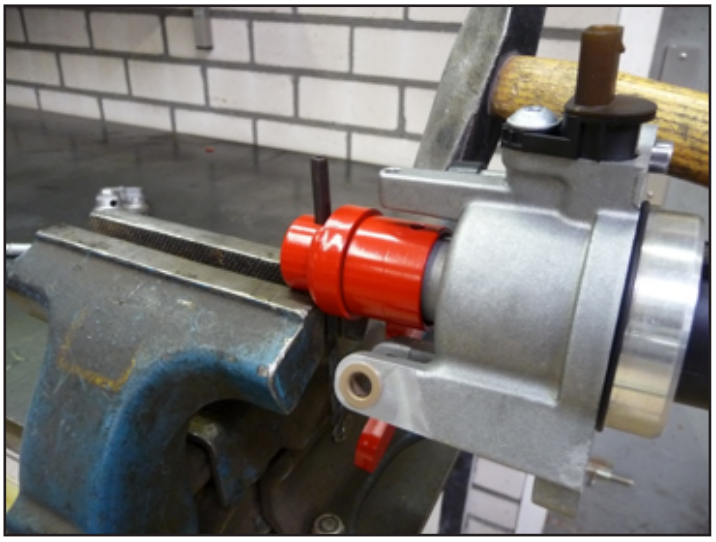




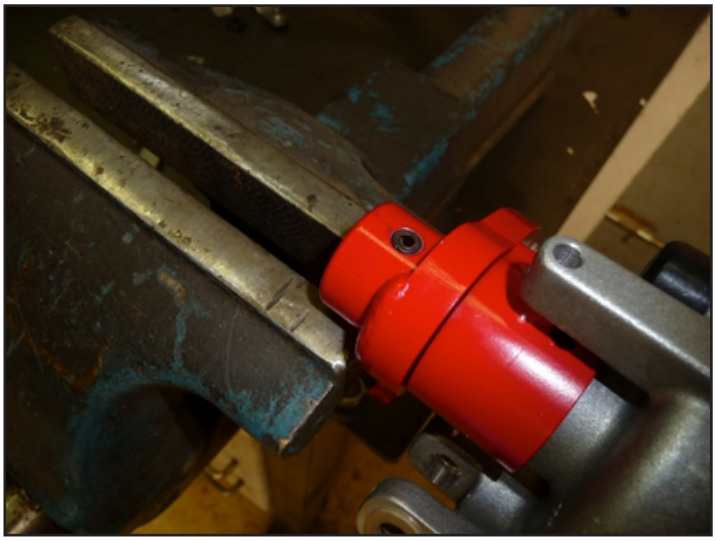


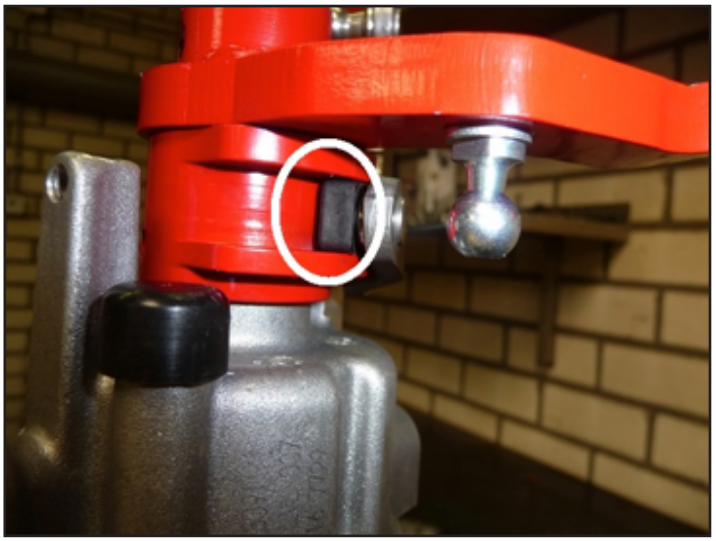
Put the new Q2-Shift arm on the shaft and line up the holes.
Use a 6mm drill to guide it while pushing the new secure pin (supplied with the kit) in to it.





Support the shifter again on a vice, and hit the new secure pin in to the shaft. You can keep the correct position secured with the 6mm drill while hitting on the secure pin with a hammer:





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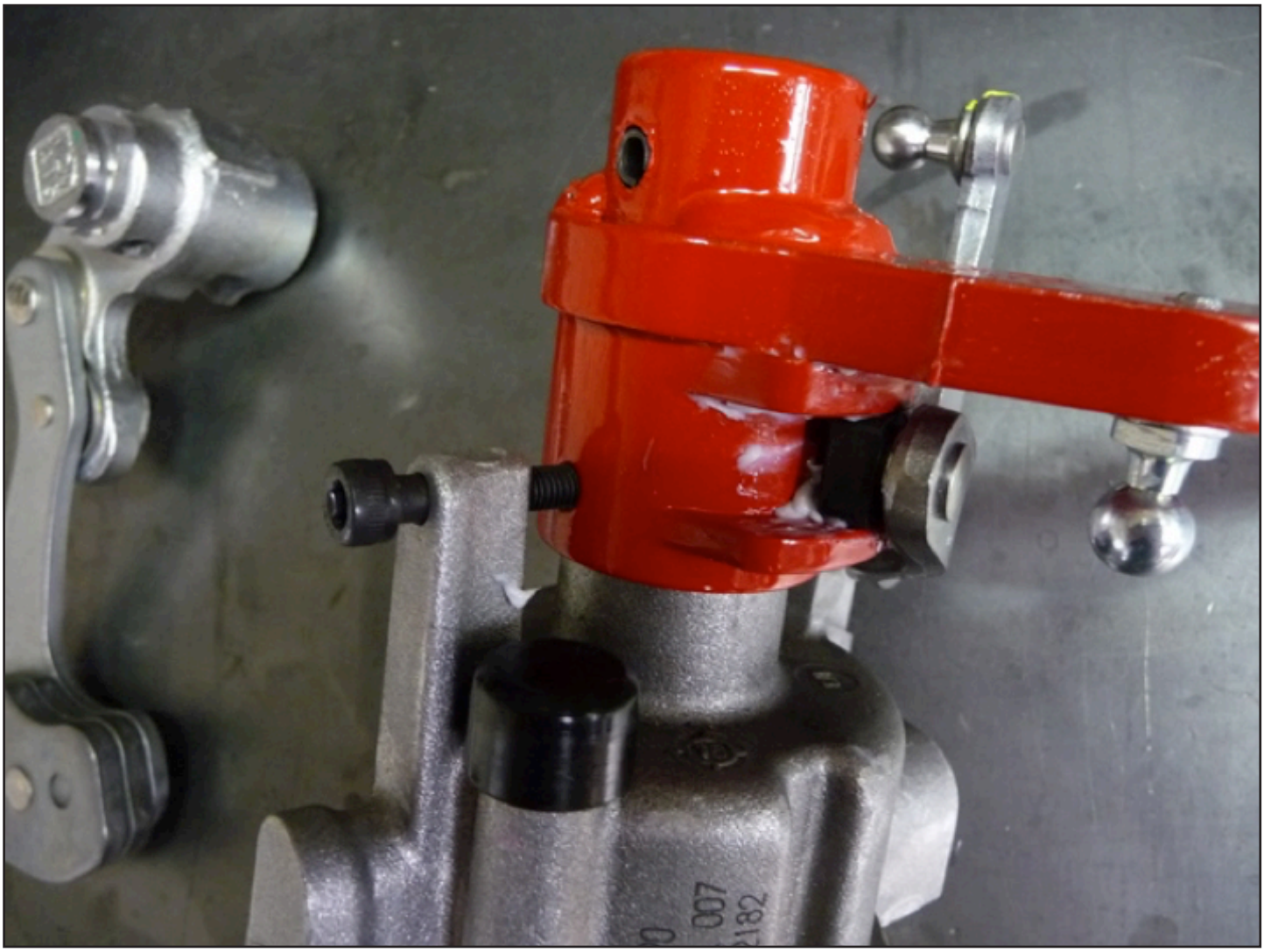
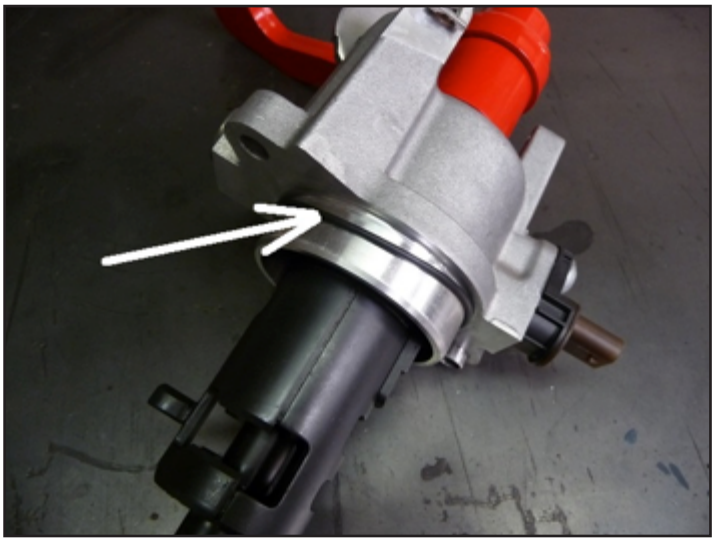
Fit the selector arm. Be sure to fit the square glider also.
(you can put some grease on this to make shifting smoother.)



Put the selector arm in it's neutral position and use the secure tool to keep it in it's neutral position again. (see above picture)
And put the shifter housing back in to the transmission. Be sure the original seal is located on the shifter housing.



Be sure the flange of the shifter housing is completly flat on to the transmission. (important!)

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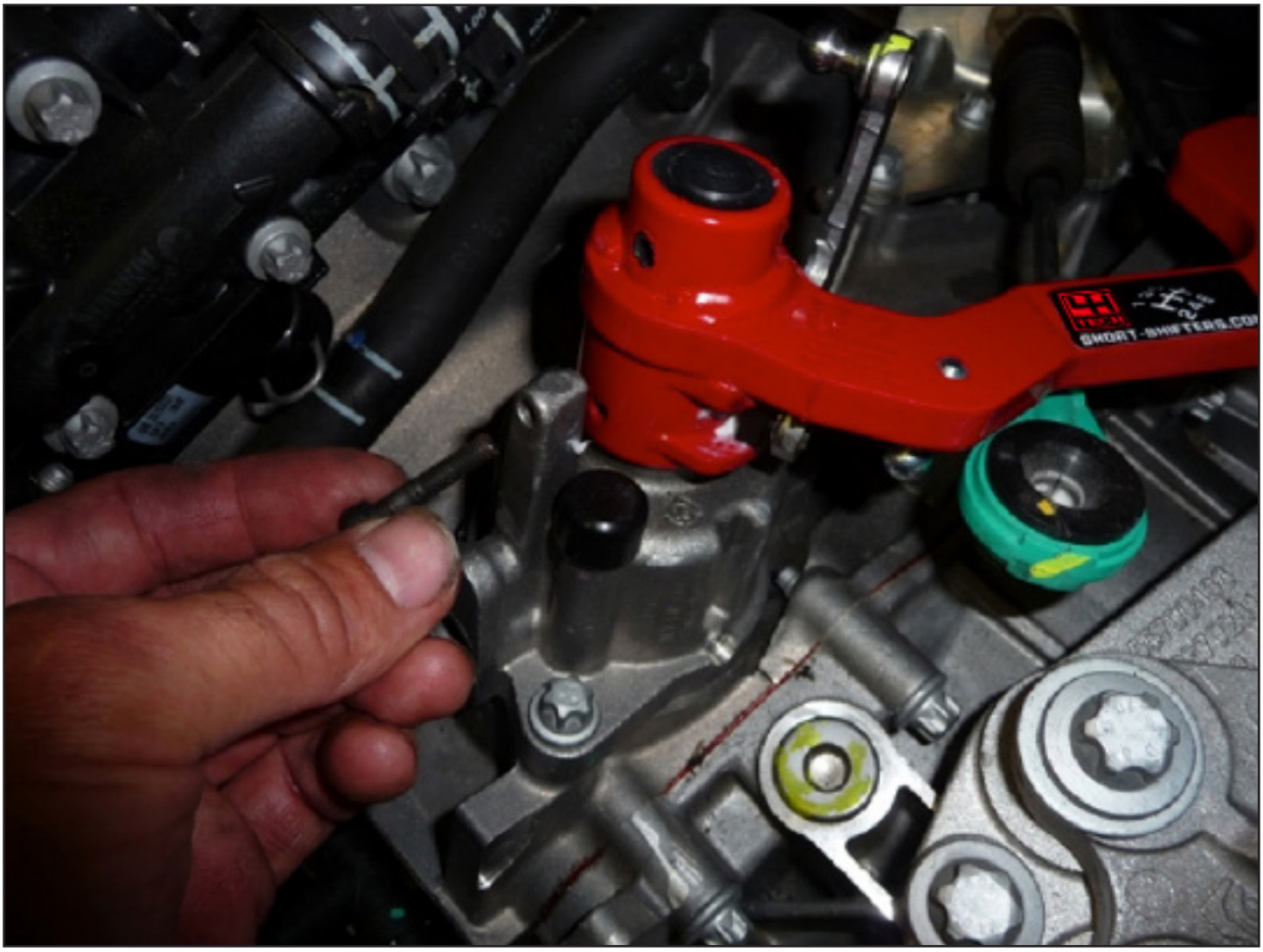
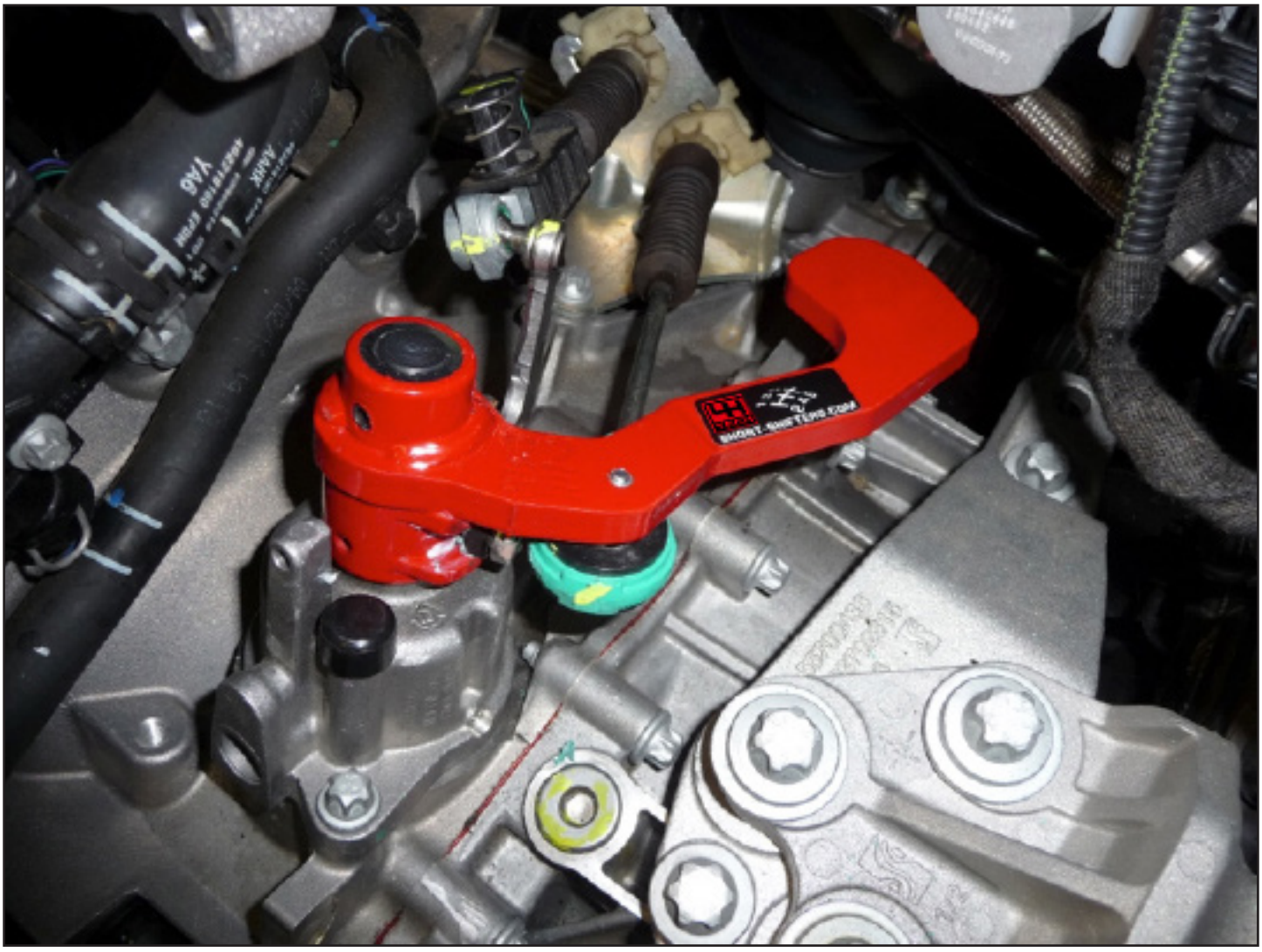


Fit 2x screw (20Nm / 15lb ft) And remove the locking tool.

Click the 2 shift cables back on the bolt heads.

Put the new copper ring on the reverse sensor and fit it back.



Fit cooling hose bracket, throttle body, battery tray and battery.

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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.

PROTECTED DESIGN! This Short Shifter is 100% developed, tested and produced by 4H-Tech®, and is protected under international copyright, trademark and other laws.