



S T R A T M O S P H E R E

*We have a passion for cars*

## **Installation instructions for Stratmosphere Audi S4 Short Shifter (for 2004+ V8 6-Speed S4s)**

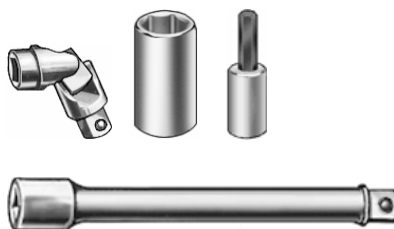
We appreciate your purchase of the new Stratmosphere Short Shifter for your V8 Audi S4. You have good taste! You now own the first and finest short shifter in the world and the only S4 shifter with cartridge bearings. If you feel aggressive and you are all about radical, then set the shifter at the extremely short level and get after it. If you want to have it smooth and quick, set it to the standard reduction. Either way you can't lose, you can only smile. Make sure you carefully read our instructions prior to installation and get your tools ready for an easy job. As always, we are here to help and we want to make sure you enjoy your S4 to the maximum! –Pete, Stratmosphere

### **What's included with your package:**

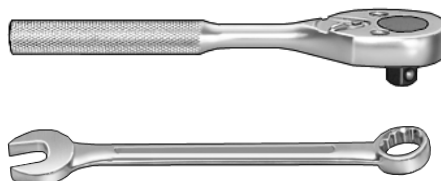
- One (1) Stratmosphere Audi S4 Short Shifter Assembly (Adjustable Leverage)
  - ACQ Aluminum shifter lever
  - ACQ Aluminum linkage bracket
- Four (4) aluminum spacers
- One (1) 6mm shoulder bolt
- One (1) 5mm locking hex nut
- Three (3) bearing shims (only 2 required, one supplied as extra)
- Zip Tie
- Stratmosphere instruction sheet

Tools recommended for installation:

8mm & 10mm socket, 6mm Allen socket, universal joint, ratchet



8mm open end wrench



6mm hex Allen key wrench ball end, approximately 8" long



3mm hex Allen key



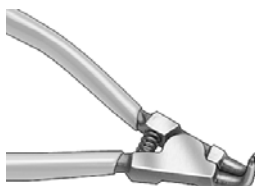
No. 20 Torx driver



Spring-Retractable Retrieving Tools



Right angle circlip pliers



Grease and Fast Drying Super Glue



### Step 1- Remove the Shift Knob

Remove shift knob by first pushing the shift boot inwards to release the side tabs on the boot frame, (Fig. 1) indicated by the arrows. Once freed, pull the boot straight upwards, exposing the bottom of the shift knob. (Fig. 2). Using a small screwdriver, pry the metal band clamp off the bottom of the shift knob. Takes some time, but you can get it. *This band clamp will NOT be reused.*

Figure 1



Figure 2



### Step 2- Remove Center Console Fascia

Remove the center console fascia by lifting the rear of the fascia upwards on the rear (Fig. 3) indicated by the arrows. The fascia has 4 vertical snaps. Remove front and rear padding carefully (Fig. 4) as these parts will be reinstalled.

Figure 3



Figure 4



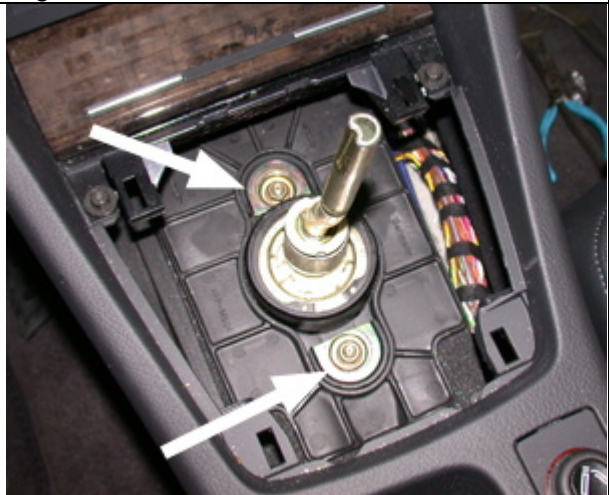


Remove the factory insulation carefully (fig 5). Remove the two (2) 10mm nuts that hold down the shifter assembly cover and remove. (Fig. 6). It will make it easier to remove the two ashtray bolts and move that out of the way (it doesn't come all the way out). We protect the ashtray wood with some clear tape that we remove later when the job is complete.

Figure 5



Figure 6



### Step 3- Remove Shifter Assembly

Remove the two (2) 8mm bolts using a 6mm Allen key socket bit, universal joint, and long extension (Fig. 7). ***Make sure you get FULL engagement of lower bolt socket head, as it requires adequate force to break the thread lock bond. Failure to achieve proper engagement will result in stripping the head. Failure to use the proper tools may result in stripping the head of the bolts, making progress of the installation difficult or impossible!*** Remove and save both the black washer (under upper bolt) and aluminum plate (under lower bolt), as they will be reused.

Remove the four (4) Torx bolts holding down the shifter assembly. (Fig. 8). Remove shifter assembly from vehicle to workbench.

Figure 7

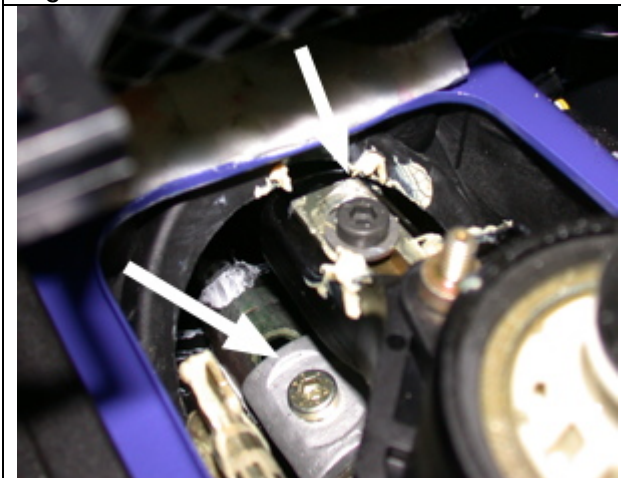
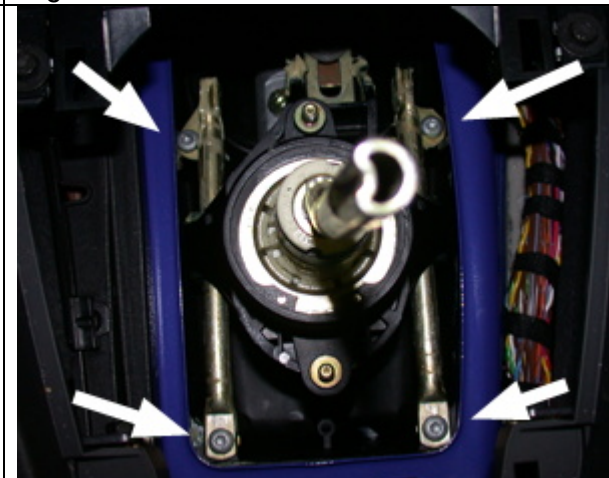
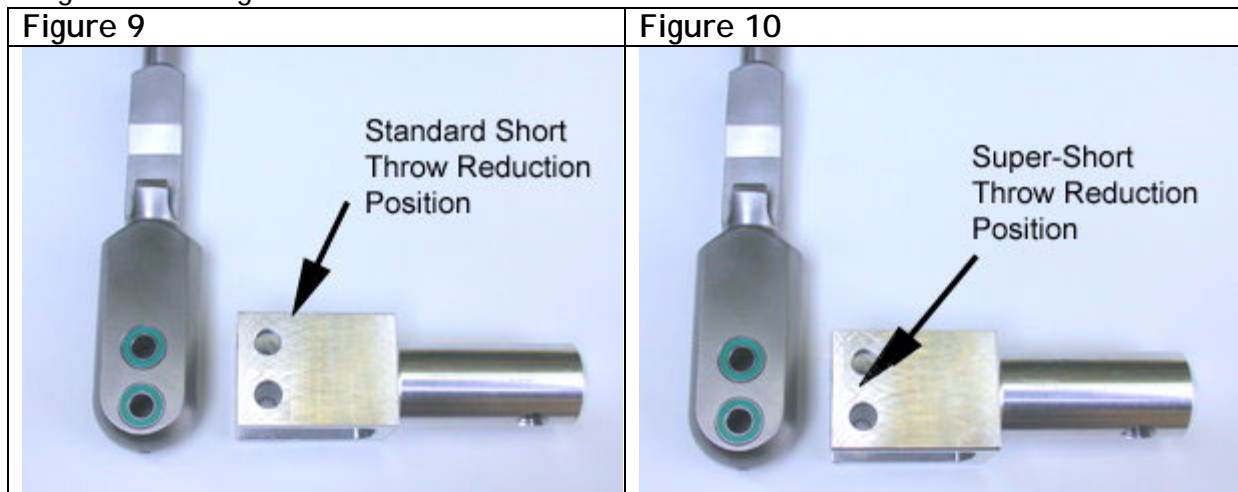


Figure 8



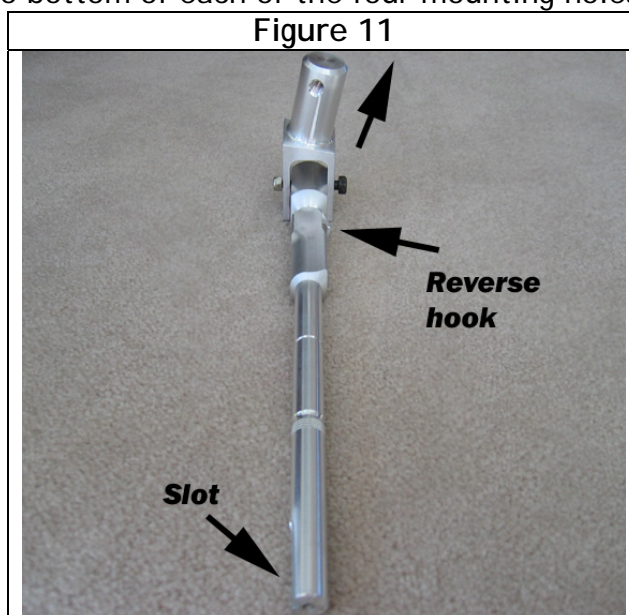
#### Step 4- Determining Throw Reduction

For the standard short throw reduction, be sure that the aluminum linkage bracket is oriented in position shown (Fig. 9). Top holes in both. For the super-short throw reduction, orient the aluminum linkage bracket as shown in (Fig. 10). Bottom holes in both. Assemble the aluminum linkage bracket to the aluminum shifter lever using the shoulder bolt and locking nut. **Should bolt head should be on Passenger Side as shown in Fig. 11.** Make sure that the bearing shims go BETWEEN the aluminum linkage and bearings. Using an object with a small tip (such as a pen) can help line up the bearing shim under the linkage bracket, so that the shoulder bolt can pass through it. Snug down so that movement is free with no play. Check alignment in Fig. 11.



#### Step 5- Disassemble Factory Shifter Mechanism

Using the right angle circlip pliers, remove the circlip carefully at the top of the shifter lever assembly (Fig. 12). Begin disassembling the entire mechanism until the factory shifter lever and bracket has been removed. Add grease to the pivot of the Stratmosphere Audi S4 Short Shifter reassemble. Using **Superglue**, attach aluminum spacers to bottom of each of the four mounting holes (Fig. 13).

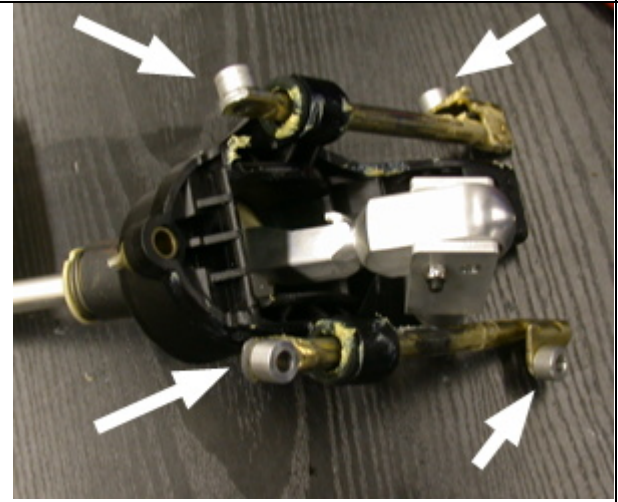


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Figure 12



Figure 13



### Step 6- Reinstall Shifter Assembly

With the shifter assembly, and the aluminum spacers in place on the bottom of the rails, reinstall the Torx Bolts.

### Step 7- Final Reassembly - PLEASE READ!

Although somewhat of a cop-out, installation is the reassembly in reverse order. However, there are some tricks to aid the reassembly.

The toughest part of the reinstallation is arguably reinstalling the lower bolt, which connects to the lower linkage of the shifter. With the shifter assembly bolted in place, it seems like it would take a miracle to get the lower 8mm bolt installed (the upper 8mm bolt is much easier). With the shifter assembly bolted in place, you can carefully remove the circlip you reinstalled onto the shifter assembly, and ALLOW the shifter to drop all the way down into the bottom of the box. This helps align the lower linkage parallel with the selector shaft. By using the 6mm Allen key ball wrench driver, slide the aluminum plate onto the end. Locate the 8mm hole of the linkage assembly and using the tip of the driver in the hole, allow the plate to slide down the driver. This lines up the plate perfectly. Carefully removing the driver, you can thread the 8mm bolt in with the spring-retractable retrieving tool to get it started. Once started, you can use the Allen key wrench ball driver to tighten. Use the Allen socket, universal joint, and long extension to achieve final torque.

When you're ready to make the final adjustments, slide the shift box back all the way and then move it back forward about  $\frac{3}{4}$ " then tighten the top 8mm bolt completely. Adjust the shifter lever so that it is straight up and down from side to side. The car should be in neutral. Completely tighten the lower 8mm bolt **without disturbing** your adjustment position.

During reassembly, the zip tie is used on the bottom of the shift knob, in place of the metal band clamp that was removed.

Test the installed shifter by engaging in all gears, including reverse with the car **TURNED OFF**. Once satisfied that you can engage all gears, complete the reassembly of the shifter console area. If you cannot engage in all gears, the lower 6mm bolt must be loosened and the shifter readjusted.

Enjoy!

Pete, Stratmosphere

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