

HPR Stealth Shifter install and setup



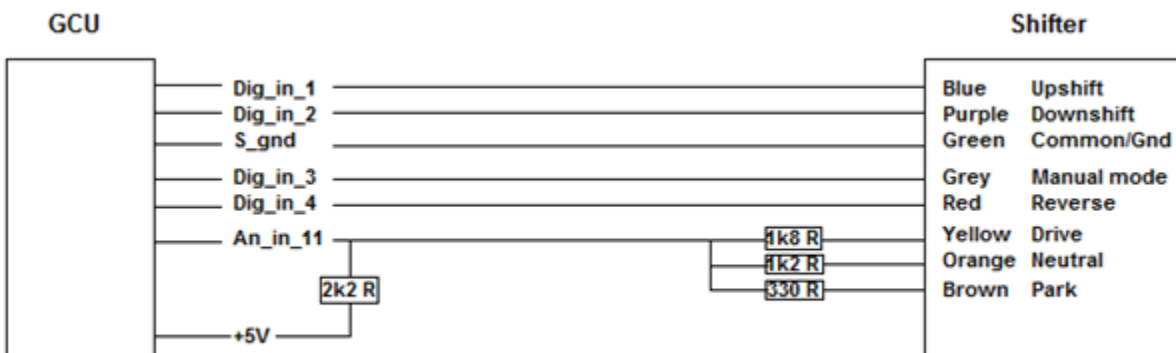
This shifter has been modified with an aluminium rod (inside the shifter arm) connected to a unlock-sleeve instead of the large button on the oem gear knob.

The shifter has a secondary lock released electronically. Wire this up to a switched 12v feed, or you can simply lock it in an open position with a screw.

Most shifters come with a wire and sleeve that originally goes down the park unlock on the transmission. Modify the end of the wire/sleeve to fit the transmission, or simply coil the wire to get resistance for the shifter arm. You can also remove the wire completely, but then you need to add resistance for the shifter arm.

Install the shifter gaiter to the car. The threaded rod for the gear knob is made longer, so you need to remove and cut it down to fit your application. There is a plunger and a spring inside the rod, be careful not to lose it. Cut down to correct height and reinstall. Apply grease for the plunger and rod, and use a light duty thread locker for the rod.

Suggested wiring:



GCU setup:

Enter the resistors values when setting up the shifter in the GCU. The GCU will calculate a raw value between 0-1024 to recognize the mode. If you have problems recognizing the values, you can use the “compare input” function to find the correct value. Finally open the logger and check that all the values come in correctly.

This is just an example of a working setup, you can also use two an_inputs and less dig_inputs if you need them for something else with your setup.

All functions are switched to one common/Gnd. (green wire)

Note: Wire colours for the shifter may vary depending on model.