

INSTALLATION GUIDE



Shrifter® Sport and D9 Paddle Shifter For Splined and Universal Applications

CAUTION: You are modifying your vehicle's steering system; see your vehicle repair manual and follow factory procedures for steering wheel removal and installation. Always follow factory torque specs.

A. REMOVE STEERING WHEEL AND ADAPTER HUB

Position steering with front wheels pointing straight ahead.

1. Disconnect battery.
2. Remove horn cap and disconnect horn wire.
3. Remove bolts connecting steering wheel to hub.
4. Remove steering wheel.
5. Remove safety nut holding hub to steering shaft (this is a large 7/16-inch or 1/2-inch nut). Keep this nut, as well as the large spring that tensions the horn slip ring.
6. Using a steering wheel puller, remove adapter hub (if so equipped). The paddle shifter will replace the hub adapter.

B. INSTALL SHRIFTER

CAUTION: During installation, do not apply force to the paddles.

1. Place tension spring on horn slip ring and align with pass-through in the Shrifter hub.
2. Align the Shrifter with paddles in the 9-3 position.
3. Guide the assembly onto the steering shaft, being careful not to damage the turn signal cancelling cam or horn slip ring.
4. Install safety nut to secure Shrifter to steering column.

C. INSTALL STEERING WHEEL

For 5- or 6-bolt steering wheels ONLY, install adapter hub using 4 bolts (supplied).

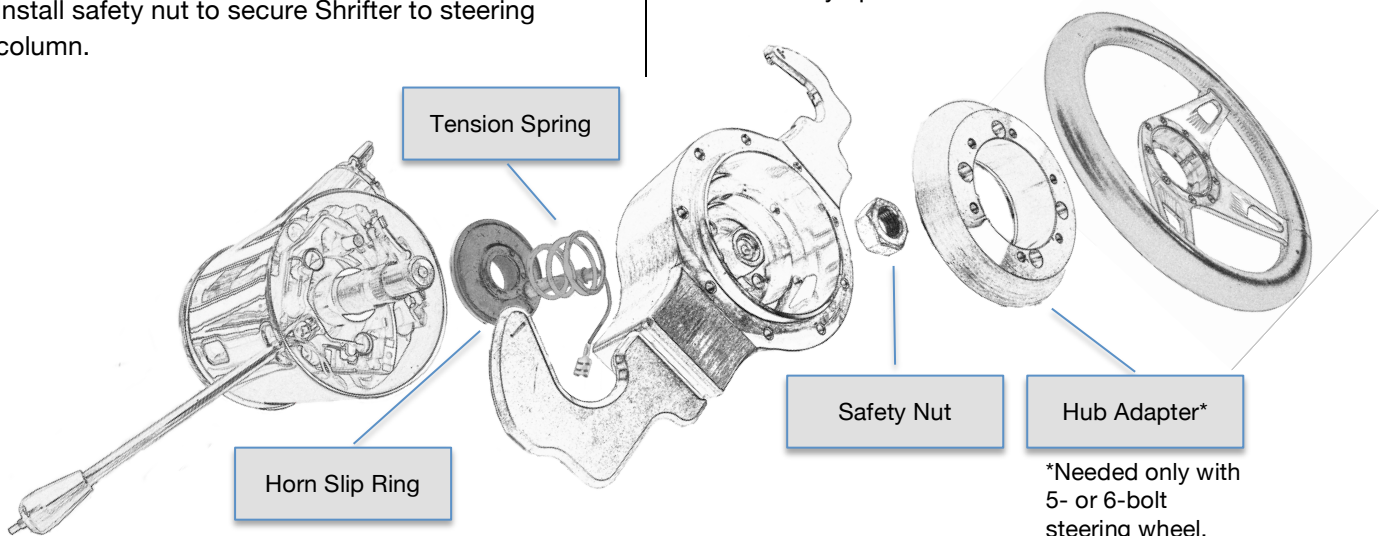
- Follow factory specs to install the steering wheel and connect the horn assembly.
- Ensure that the paddle action will clear the steering wheel and turn signal/column stalks.

SPLINED STEERING COLUMNS: The tapered splines of the steering shaft lock the paddle shifter in place; the safety nut serves as a backup measure only. Do not over-tighten the safety nut.

- Tighten the safety nut to press the tapered hub splines onto the steering shaft, allowing for no less than a 1/8-inch gap between the back of the Shrifter hub and the steering column. Follow factory torque specifications.

NON-SPLINED STEERING COLUMNS: Use a **medium-strength thread locker** (such as Loctite Blue) to help prevent loosening and corrosion.

- Insert and tighten the three bolts that mate the Shrifter to the Grant or quick-release hub; follow factory specifications.



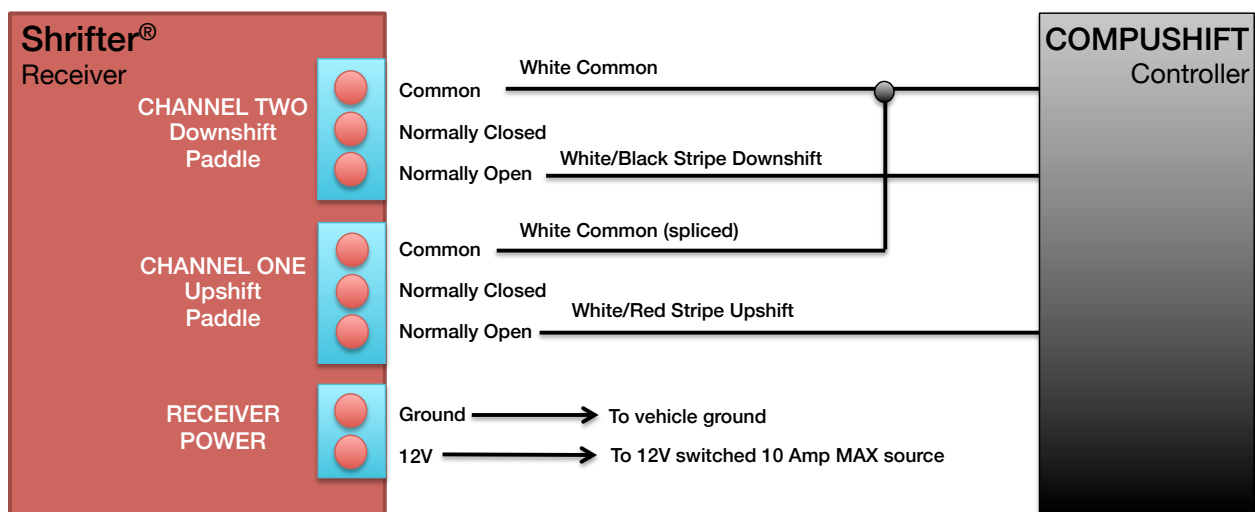
D. INSTALL RECEIVER WITH COMPUSHIFT CONTROLLER

For transmission controllers from TCI and Powertrain Control Solutions (PCS), see factory installation guide for more details.

1. Find an appropriate mounting position for the receiver inside the cabin, AWAY from sources of heat or vibration. Mount the unit TEMPORARILY; you may need to change the location after testing radio signal reception.
2. Extend the receiver antenna.
3. For the common wire positions of the Shrifter receiver, splice a second wire onto the white wire of the COMPUSHIFT Switch Shift harness (the harness is labeled "To Switch Shift Switches ...").
4. Connect the 12V (red) lead to a switched 10-Amp-max fused power source.
5. Connect the black ground wire to a suitable ground.

E. TEST RF SIGNAL RECEPTION

1. Reconnect the vehicle battery and set the ignition to the ACC ON position (key ON but engine OFF).
2. Note the test lights, one on the bottom of the Shrifter and two on the receiver: green for upshift and the red for downshift.
3. Gently squeeze and release either shifter paddle. Paddle and receiver lights should illuminate: right paddle–green, left paddle–red. You will hear two "clicks" with each squeeze of the paddle.
 - The first click indicates that the shift signal has transmitted from paddle unit to receiver; transmission takes only 100 milliseconds.
 - One-half second later, a second click indicates that the circuit has closed; this is a built-in safety feature to avoid double shifts.
4. Mount the receiver and perform another test. Ensure that vehicle steering is fully operational before driving.



F. USING YOUR SHRIFTER

- To **upshift**, gently squeeze and release the **right** paddle.
- To **downshift**, gently squeeze and release the **left** paddle.



Get a feel for the paddles before driving:

1. With the key ON but engine OFF, place both hands on the steering wheel in the 10-2 position.
2. With thumbs and palms on the wheel, rest one or two fingers on each paddle.
3. GENTLY SQUEEZE AND RELEASE the right paddle to upshift, the left paddle to downshift.
4. DO NOT SMACK THE PADDLES.