

UUC motorwerks

Installation Instructions for the DSSR (Double Shear Selector Rod)

Thank you for purchasing the DSSR. Please read these directions thoroughly and become familiar with the procedure. UUC recommends installation only by trained professionals, or those of sufficient mechanical skill to undertake this procedure safely.

PARTS LIST:

- 1 - DSSR
- 2 - Linkage pins
- 2 - Circlips
- 4 - Plastic washers
- 1 - Small tube of lubricant
- 1 - Installation Guide (this document)

RECOMMENDED TOOLS:

Circlip pliers and flat-blade screwdriver.

PREPARATION:

Although installation can be performed on jackstands, UUC recommends using an automotive lift for safety. Car should be cool as the working area is near the exhaust system.

BEFORE BEGINNING DISASSEMBLY:

- 1) Please compare the engraved number at the end of the DSSR to your order invoice to confirm correct part has been delivered.
- 2) Review parts list above and confirm that all parts are present.

THERE ARE TWO TYPES OF DSSRs DEPENDING ON WHICH EXACT MODEL CAR/APPLICATION:



STRAIGHT



CURVED

LENGTH AND EXACT DIMENSIONS WILL ALSO VARY DEPENDING ON EXACT MODEL CAR/APPLICATION.

THE DSSR YOU RECEIVE SHOULD MATCH THE LENGTH OF THE ORIGINAL SELECTOR ROD - PINS ON THE ORIGINAL ROD WILL MATCH THE HOLES IN THE DSSR.

IN SOME APPLICATIONS, THE ORIGINAL SELECTOR ROD MAY BE BENT AND THE DSSR MAY BE STRAIGHT.

IF THE PINS AND HOLES MATCH UP, THAT IS THE CORRECT DSSR.

STEP ONE:

Locate shifter assembly and original selector rod under car:



STEP TWO:

Remove circlip connecting selector rod to shifter, and remove identical circlip at other end using either the circlip pliers or the pressure of your thumb.

Remove selector rod entirely by sliding it out of shifter pivot and selector joint pivot.



STEP THREE:

 Orient DSSR as shown:

STRAIGHT versions do not have a front or rear, either way is correct:



CURVED versions must be oriented "up" as shown:



VERY IMPORTANT:

Note the orientation of the curve. This must be positioned above the flex disk to ensure correct clearance.

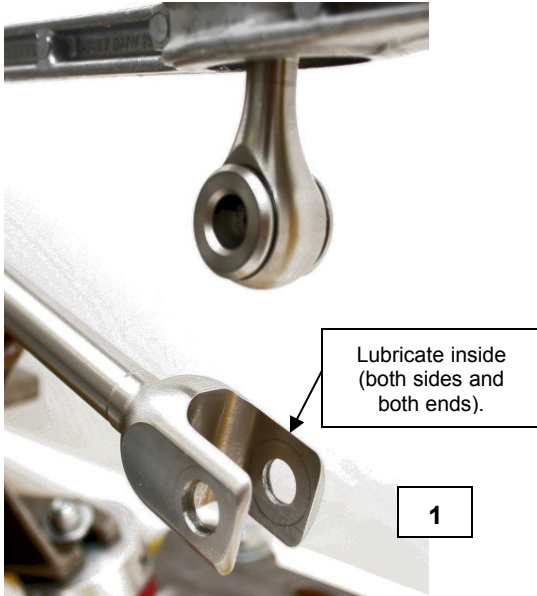


STEP FOUR: Connect the DSSR to the selector joint using supplied pin, yellow washers, and clip. Connection procedure is the same as shown starting in **step five**, which shows connection to shifter end.



STEP FIVE: Connect DSSR to shifter lower pivot:

Orient cleavis to pivot, **lubricate inside of cleavis at both ends:**



Put one washer on pin, **lubricate pin thoroughly:**

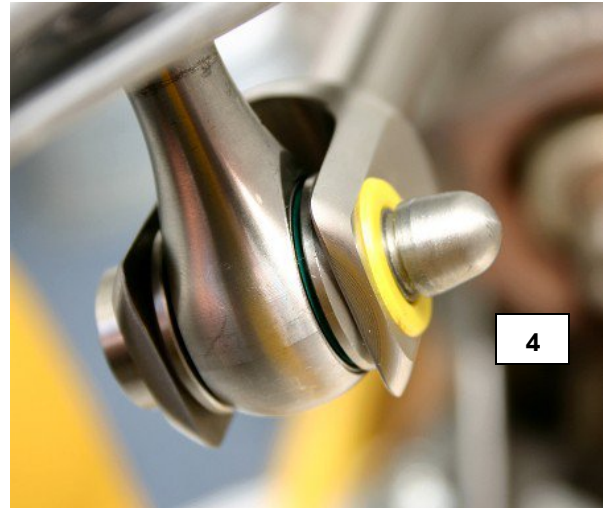


Put pin through shifter lower pivot:

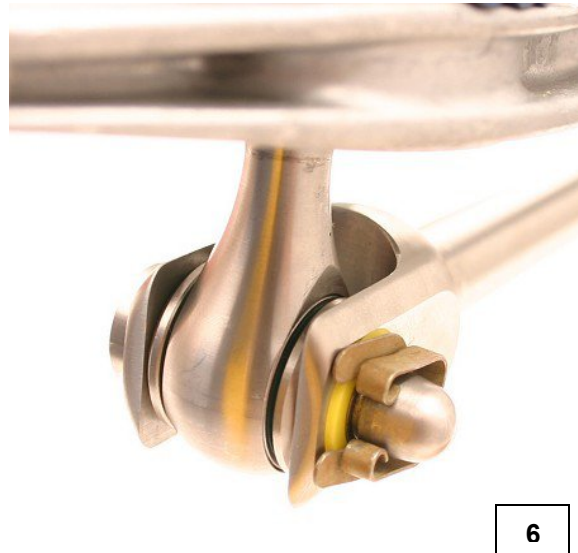
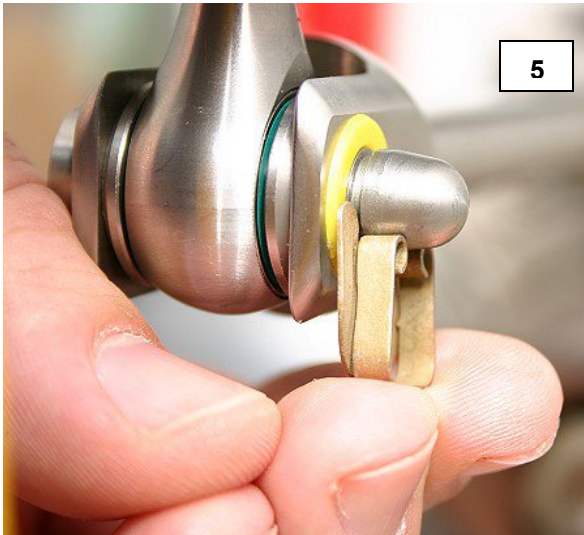


(Other side view)

Put another washer on end of pin that protrudes:



Push circlip into place.
Make sure it "clicks" into locked position.



Without starting the car, go through all gears. Make sure there is no binding or interference. Drive the car and perform the same test.

If there is any binding, interference, or grinding noises while driving, double-check the orientation of the DSSR as shown on page 2 of this installation guide.