

SEQUENTIAL SHIFTING MECHANISM -"SEQSHIFT" – below named SQSG

"SQSG for Porsche GT3" is intended to SYNCHRO 6 speed transmission GT3, GT2 from year 2006. It is applicable for older, cable operated transmission too. Then it is necessary to shorten shifting levers on gearbox from original length 91,5mm to 72mm.

On Turbo or Carrera it is necessary to shorten shifting lever on gearbox to length 72mm and remove the weight! For Carrera, equipped with smaller gearbox is delivered modified holder of SQSG.

Guarantee is 6 months, for services contact your SQSG provider or manufacturer.

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Operating instructions

The sequential shifting mechanism SQSG allows you to change gears by moving the gear lever forward and backward. The transmission is put into reverse as follows: by repeated forward movements of the gear shift lever shift neutral, indicated "0" and **green** LED on display. Then shift the reverse gear by forward movement against higher stress.

On the indication display is the reverse gear indicated by "r" and **red** LED. Forward gears from 1st to 6th are indicated by displaying the corresponding number.

Fitting procedure

Before you start, make sure that the product is the right type for your car and transmission

- 1. Disassembling of the stock shift mechanism
- 2. Installation of the indication display
- 3. Installation of SQSG
- 4. Adjustment of SQSG
- 5. Instalation of control unit for shifting solenoid

1. Disassembling of the original shifting mechanism

- Disassemble stock shifting „H“ mechanism, according to original service documentation.
- Disassemble gearbox covers, shifting cables and their holders on gearbox from underbody.
- Remove the cables.

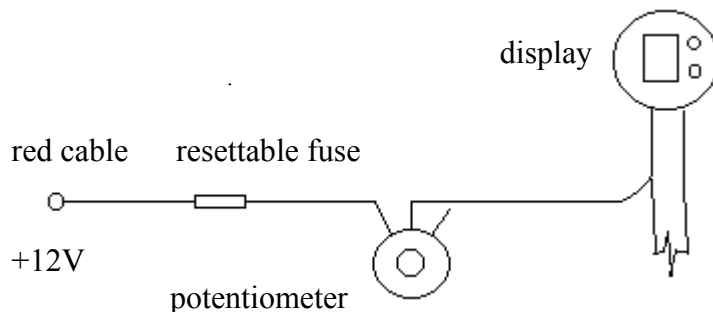
2. Installation of the indication display

Carry out all necessary fitting and disassembling in interior as instructed in the Service Manual.

- Place the display to the bottom of the dashboard or where you want to see it. See the picture.
- Connect the cable from the display to the indication control unit as shown in the picture.
- The red end of the cable, equipped with a resettable fuse conect to +12V, which is disconnected from the battery, when the ignition is OFF.

- For regulation of the display brightness (for example at night), you can install potentiometer (3W; 2,2 k Ω). Break the red cable between the fuse (hidden in black insulation) and the display.

These cable ends solder to middle and one of outer contacts of the potentiometer. See the picture.

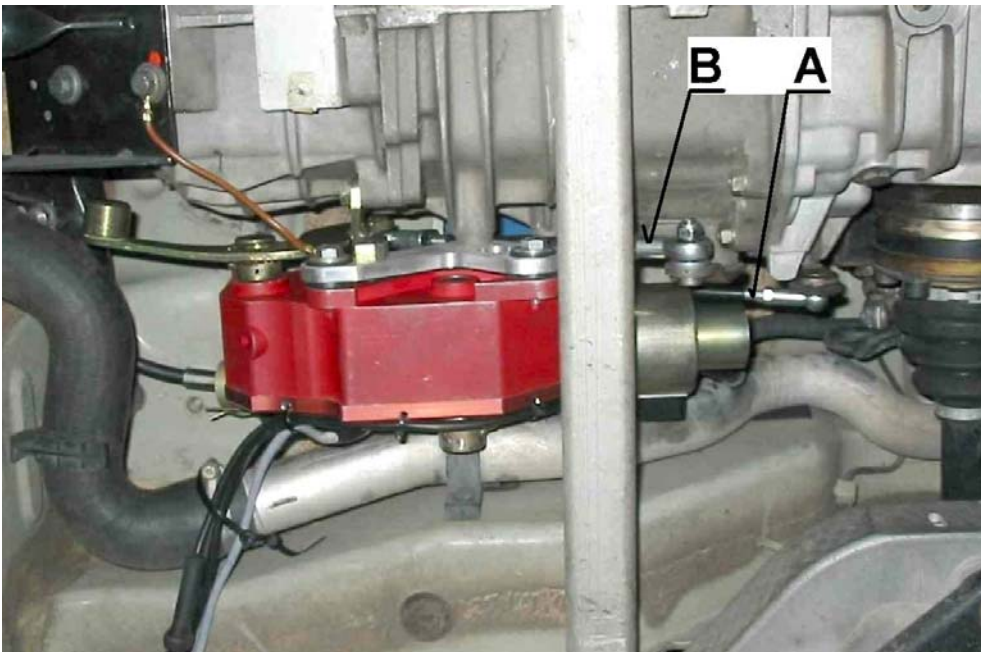


3. Instalation of the SQSG

- Cut open the cable sleeve and remove the stock cables, as shown on the picture.
- Insert new cable into the sleeve and push it into the body. Extension of the hole for sleeve to diameter 34mm is recommended.
- Remove the spherical joint from the shifting lever on the gearbox. In case of Turbo, Carrera or older GT 3, GT 2 modify the length of the shifting lever from original 91,5mm to 72mm and remove the weight from it, as shown in the picture no. 22.
- Instal the shifting mechanism SQSG on the gearbox, as shown in the pictures.
- Instal the delivered gear lever and connect it with cable.
- Draw the wiring harness from the SQSG into car interior. - Instal and fasten wiring harness as shown in the picture.
- Connect 9-pin connector into the indication control unit.

4. Adjustment of the SQSG

- Disconnect the rods A and B at the gearbox.



- Switch ON the ignition, the indication display will operate. By movement of the gear lever shift 3rd gear on the SQSG.
- Direct on the gearbox shift 3rd or 4th gear.
- Adjust such length of the rod A, to be easy to put it on the spherical joint of the selection lever on the gearbox and connect it. Secure this joint with the clip.

- Direct on the gearbox shift neutral.
- By movement of the gear lever shift neutral on the SQSG.
- Adjust accurately length of the rod B and connect it with the shifting lever on the gearbox. Use the bolt and washer as shown in the picture..
- Try to shift all gears and neutral. It is recommended to try it when the engine works.
- If everything is OK, the adjustment is finished.

5. Instalation of the control unit for the shifting solenoid

- Connect the supply cable equipped with 50A fuse directly to +12V on the battery. Take out this fuse before you start. Place the cable as shown on the picture and fasten the delivered connector on its end in the interior.
- Place the control unit suitable and connect its connectors.
- Fasten the brown cable under M6 bolt. It must be reliably connected to the body, because of high amperage.
- |The thin red cable connect as to the same cable as the red one from the display to +12V, which is disconnected from the battery, when the ignition is OFF.
- Instal the 50A fuse.

Put back all covers on the underbody and in interior.

Maintenance

This shifting mechanism is delivered with oil inside (0,1 l) and don't need any maintenance. It is necessary to regularly lubricate the joints under the body with a MoS grease.

All bolts and nuts connections must be properly tighten. The shifting mechanism must be always well adjusted. After all transmission works and repairs must be the shifting mechanism adjusted again.

Caution

The shifting solenoid is always activated, when the gear lever moves from neutral position towards any gear. Its activity last for 0,3 s.

This solenoid is only power assisting device and in higher rpms it is necessary to shift with sufficient energy and speed before power assistance ends.

If you dont shift the gear succesfully, you can then shift this gear without assistance of the solenoid, but you have to overcome strong shifting forces of the transmissstion, or shift the previous gear and then shift again.

! When the ignition is ON while mounting on the transmission, pay attention to possibility of activation of the shifting solenoid and following movement of the shifting mechanism. You can prevent this by shifting neutral indicated by „0“ and the green LED on the display !