SRM Gear Shifter Set Instructions

Thank you for purchasing our gear shifter set. We hope they will give you years of racing and that you will enjoy the tactile feel and snap action.

This guide will help you to get the most from your new purchase.

Changing the shifter arm

The shifter set is supplied with two sets of arms, one set made from Aluminium and the other from Carbon Fibre. The Carbon fibre gives a different feel and is quieter.

To change the arm, you simply remove the two bolts shown using the supplied 2mm hex key. These are M3 bolts 5-6mm long.

Then pull the arm out through the front of the shifter over the throw adjustment screws.

The magnet will fall off once it loses connection with the top magnet. Put this aside safely.

To fit the new arm, just reverse the process and attach with the two bolts (Do not overtighten the bolts). Then place the magnet back under the arm so that it snaps into place.

Fitting the paddles

Depending upon the arm you have fitted determines which bolts you need to attach the paddles.

If using the Aluminium arm, the holes for the paddles are threaded so you can just use the supplied M3 button head 6mm tall bolts.

The Carbon Fibre arm is not threaded so you should use the M3 wide flange button bolts that are 10mm long. Fit the bolts through the paddle and the arm and then use the washer and M3 nut to fasten the paddle. A small spanner is included to help tighten the nut (There is no need to overtighten these).

Attaching your shifters

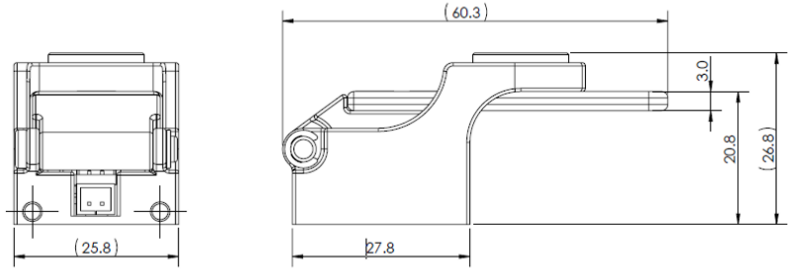
Your gear shifters have four mounting holes on the bottom. The holes on the back of the shifter are only to be used with our Fanatec mounting adapter.

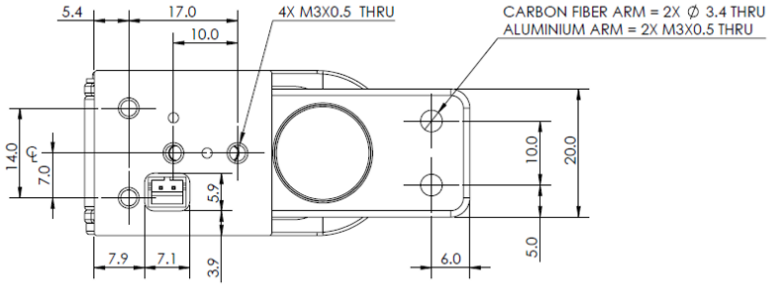
All mounting holes are threaded for M3 bolts. Three of the holes are the same as used by Martin Ascher and there is a two-hole pattern that matches our other SRM carbon shifters.

Your attaching bolts should not go further than 8mm into the shifter, otherwise they might interfere with the shifter mechanics.

Each shifter has two cable plugs, one at the back and another underneath. Either plug can be used. The plug is a JST PH 2.0 2 pin plug. The supplied cables, as selected in the shop, will plug into these and the other end goes to your wheel. It does not matter which wire is which, if you are wiring yourself as all the cable does is create a join between the two wires.

Here are the dimensions of the shifter together with the location of the mounding holes.





Adjusting shifter throw

The shifter throw, or distance the arm travels before activating the switch, can be changed using two grub screws. Using the supplied 1.5mm Hex key simply adjust the grub screws to the required movement. Try to adjust both screws the same otherwise all the pressure will be on one switch. Use a quarter turn on each screw and try before repeating the process if still not right.

This grub screw is the part that makes contact with the microswitch.

Changing magnets

Your gear shifters come fitted with 5mm tall N52 magnets which are 15mm in diameter and black epoxy coated. In the box are smaller 3mm tall magnets which can be used to either add to the 5mm tall for more strength or to replace the 5mm tall ones for less strength.

Magnets are not glued, they just fit into the slots on top of the shifter and the bottom of the shifter arm.

To remove the magnets, start by pulling the shifter arm down so that the magnets are as far apart as they can be. It is then easy to remove the magnet under the arm using any steel item like a screwdriver or one of the supplied hex keys. Pull the magnet away and put safely aside. Now the top magnet will also come away easily.

Make sure you keep the magnets well apart and away from devices like mobile phones or memory cards. They will snap together easily and can break if allowed to do so.

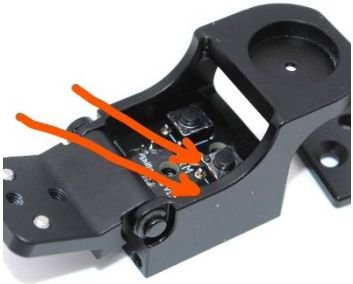
Put the new magnet on the top of the shifter and finally add the other to the bottom of the arm.

Replacing the PCB

Your gear shifters should be good for at least 1,000,000 gear changes but should they wear out, you can easily replace the PCB. Replacement PCB's are available in the webshop.

To change the PCB, firstly you must remove the arm as shown above.

Now fold back the remaining are assembly to reveal the PCB.



Remove the two bolts holding the PCB in place using the supplied 1.5mm hex key. Now the PCB will fall out.

Push the new PCB in and replace the two bolts.

Finally replace the arm and you are good to go

Fitting to Fanatec wheels

We sell an optional extra for the gear shifters that will allow them to be fitted to many Fanatec wheel rims.

The mounting adapter comes in two parts.

Before fitting the adapter to your shifter, we recommend attaching the cable first.

First remove the existing gear shifters from your wheel and unplug the cable from the wheel PCB.

For the Formula Wheels the cable plug is located under the bottom cover on the wheel.

For BMW and Porsche 918 wheels you will need to remove the back plastic cover to get to the shifters and cable plugs. We will add more details for this to the guide soon.

Fit one part to the Fanatec wheel using the M5 button head 16mm bolts supplied.

The second part is attached to the Fanatec shifter using two M3 Countersunk bolts on the back and two button head bolts on the bottom of the shifter.

Using the two M5 10mm bolts attach the shifter part to the wheel part and that is it – good to go

Fitting the AccuForce mount

The AccuForce mounting plate should be fitted to the base of the gear shifter first and then bolted to the AccuForce button box using the supplied M4 bolts.

The cable with Dupont plug should connect onto the control board inside the wheel.