



Care and feeding instructions for the Rob Knob/RK Evo Shift Knobs

Thank you for purchasing the UUC Motorwerks Rob Knob/RK Evo Shift Knob. Please follow the following directions for many miles and shifts of trouble free performance.

Included in the Rob Knob/RK Evo are:

- Aluminum (or Titanium) Rob Knob/RK Evo
- Delrin knob insert
- 5mm stainless steel set screw
- 2.5mm Allen key

Removal of the stock shift knob

Remove the shift knob by pulling straight up with a firm tug. Be careful as you can punch yourself in the face when the knob lets go or punch the rear view mirror since you're tugging at it so hard. I find that if you position yourself so that you cover the shifter knob like you're covering a grenade, you'll pull the knob and you just hit yourself in the stomach.



Special Instructions for people with factory illuminated shift knobs

From within the car, lift up on the shift boot, prying it off the console with your hands, by pulling on either side of it to release the clips holding it down. At this point, if you have a 98 or newer E36 M3 or E34 M5, disconnect the wires that connect to your lighted shift knob.



Install the Rob Knob

Notice that the delrin insert is shaped like a tube with a small hole drilled in one end. Place the delrin insert into the knob so that the set screw, when screwed into the knob, will pass THROUGH the hole in the delrin insert.

With the delrin insert installed in the knob, place the Rob Knob over the shifter. As all parts of the Rob Knob have been machined to exacting tolerances, any burrs or chips on the shifter lever must be removed (with a file or sandpaper) to ensure that the Rob Knob slides on without trouble.

What about the shift boot?

With some BMWs, the shift boot may not meet the bottom of the shift knob as the shift knob is not designed to go over the small "ridge" in the shifter lever. Using the smallest zip tie that will wrap around the underside of the boot, you can secure the shifter boot higher so that there is no gap between the lever and boot underneath the boot itself.

Securing the Rob Knob

Because of its exacting tolerances, the Rob Knob does not 3 set screws like other knobs to remain in place. To prevent over tightening of the stainless steel set screw, use the LONG END of the Allen key to secure the screw. By only have a short handle to tighten the set screw, you'll prevent over tightening the set screw. Recheck screw in 1000 miles of use.

Special notes about the Rob Knob

The delrin insert in the Rob Knob prevents transmission of heat from the underside of the car and transmission to the knob itself. However, because of its metallic construction, the knob may be cold in the winter and warm in the summer (from direct sunlight). Whereas it's not a good practice to rest your hand on the shift knob while driving the car, it may be advisable to wear gloves for those with sensitive hands. During the warm, summer months, a baseball cap placed over the shift knob will protect it from storing the heat of the direct sunlight into the car (as it will also detract from car thieves from eyeing other items in the car).

It is not advisable to wear rings or other hand jewelry as it may scratch or mar the finish of the Rob Knob. The brushed aluminum Rob Knob finish may be restored with some very fine 3M Scotchbrite. Additionally, polishing the Rob Knob with a metal polish (such as Simi Chrome) will bring a nice luster to the industrial look of the Rob Knob.