

#TL100052



SHIFTER CABLE BRACKET/
INSTALLATION INSTRUCTIONS

APR

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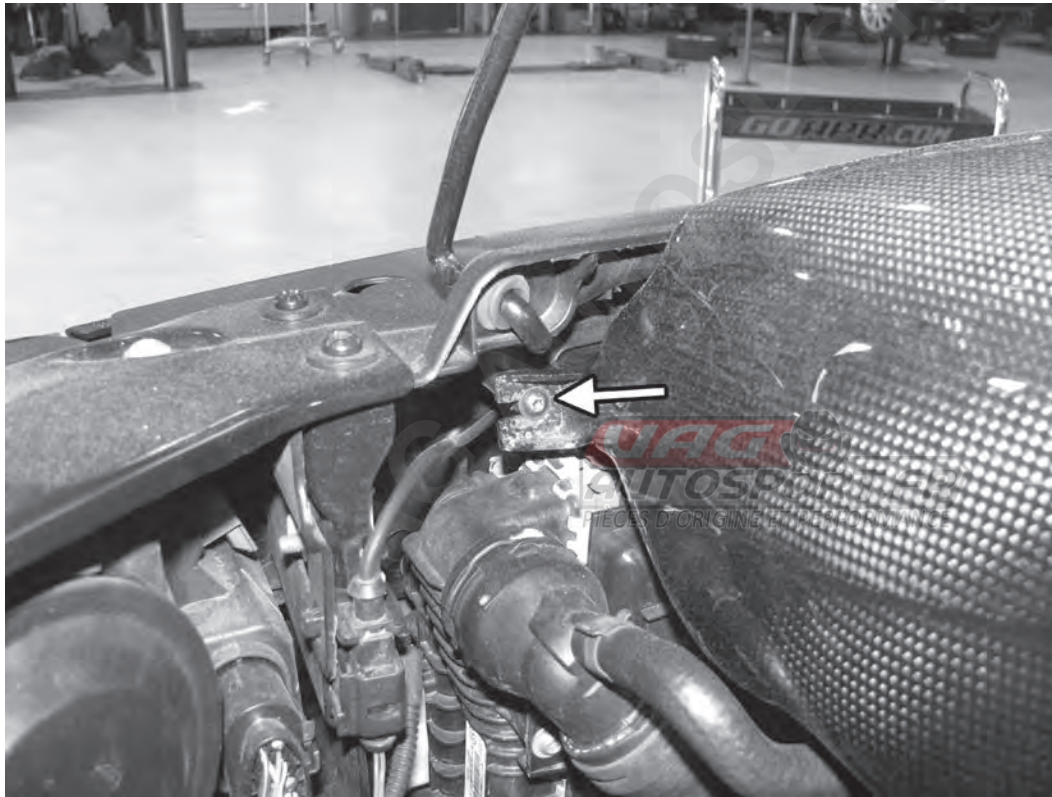


Notes:

These instructions were written for a North American specification MkVI Golf R. Other models are similar.

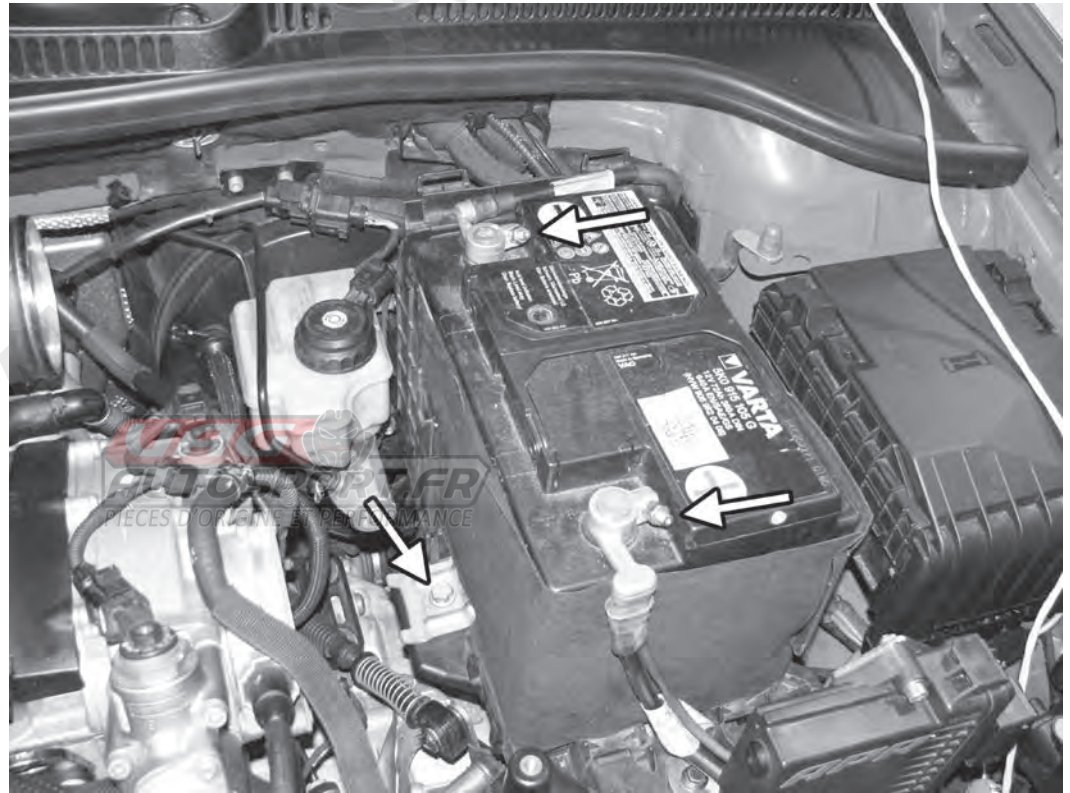
When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommend that you get some kind of compartmented tray to organize the fasteners, such as a fishing tackle box or several large ice cube trays. Fasteners that are not reused for reinstallation are noted in the instructions. All directions used in this manual (right, left, front, etc.) are based on if you were sitting in the drivers seat of the car.

These instructions assume that you have basic mechanical skills and several varieties of the tools listed in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



1) Remove the two T25 screws that connect the intake to the radiator support. Remove as much of the intake as needed to easily access the top of the transmission. Make sure the car is in neutral with the parking brake on.

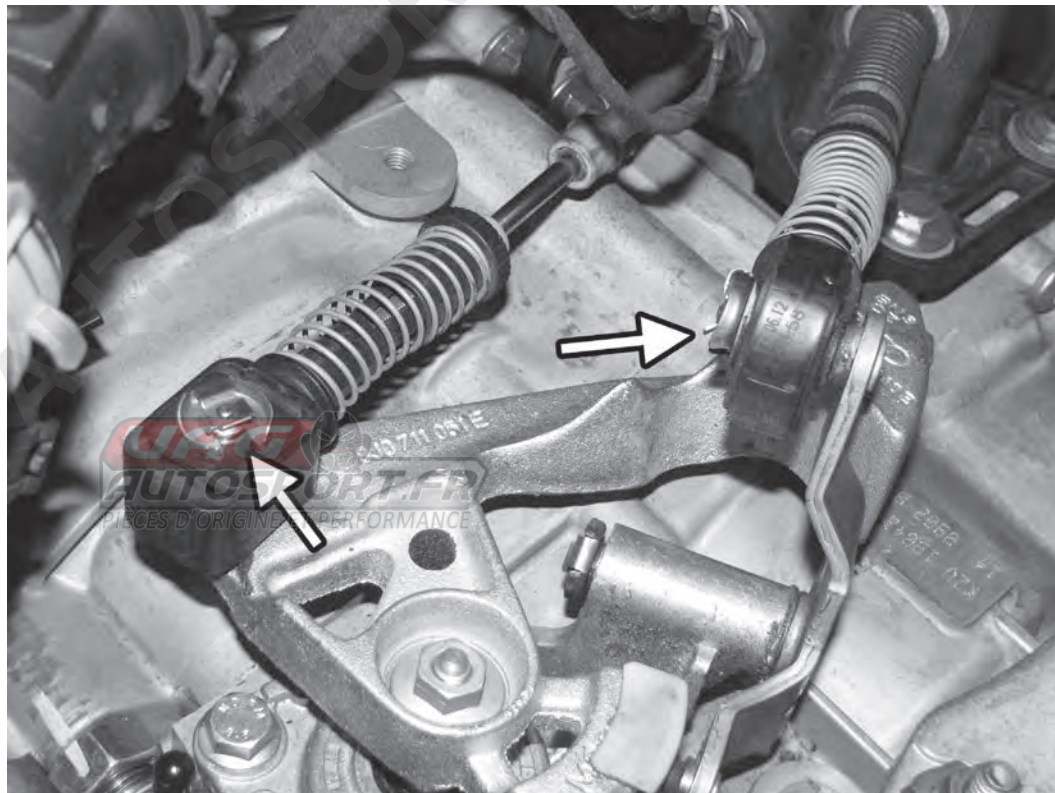
2) Remove the cover from the top of the battery. Disconnect the 10mm screw to both the negative and positive battery cables, and remove from the battery. Remove the 13mm screw from the battery holddown bracket, and remove the bracket. Finally, remove the battery from the car.

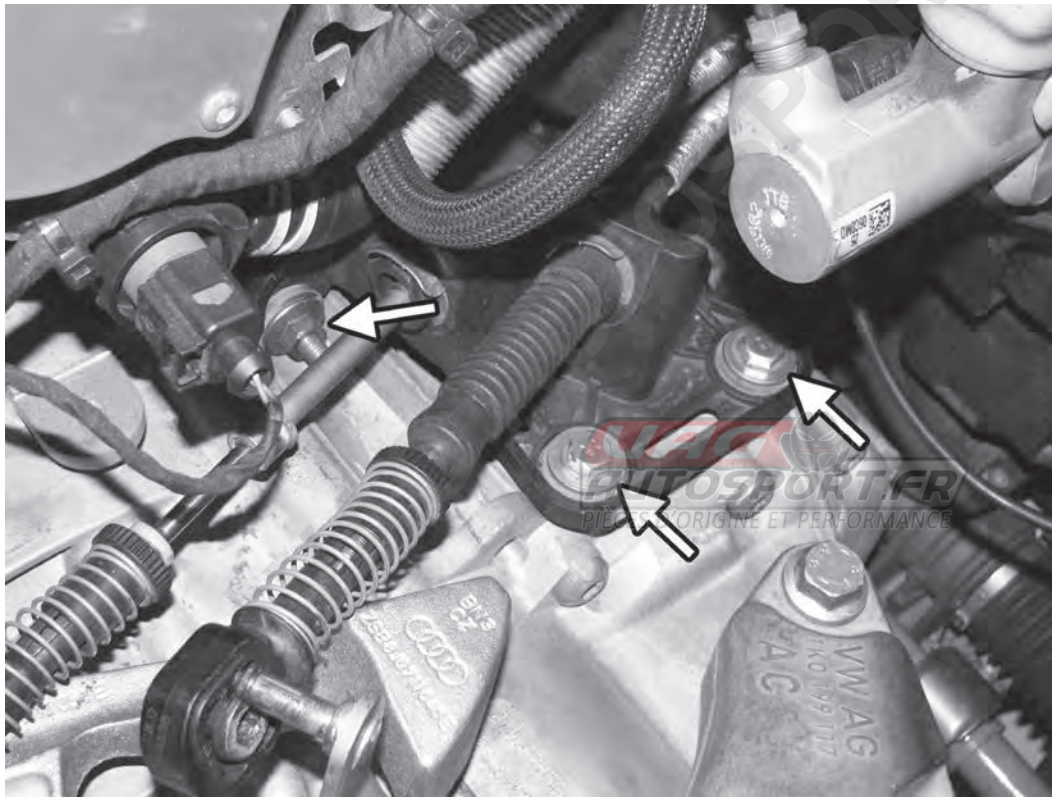




3) Remove the three 10mm bolts from the battery tray, and remove the tray from the car.

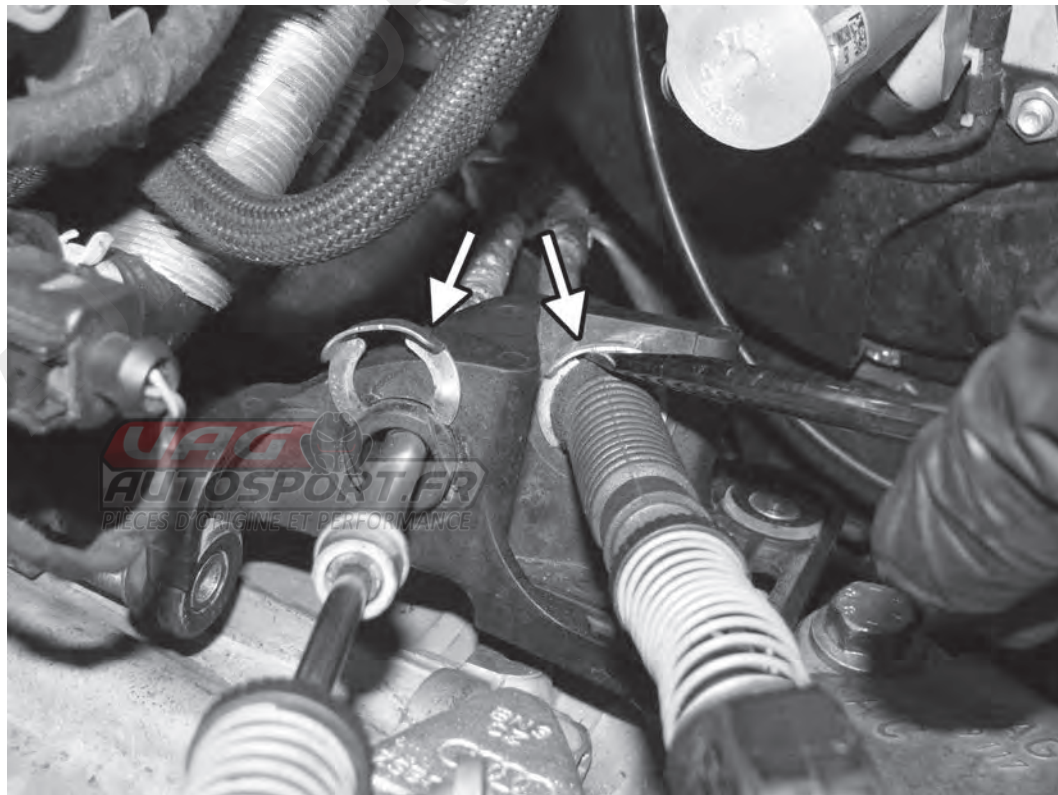
4) Remove the two spring clips holding the shifter cable ends to the shifter selector. To do this, lift up on the center tab of the clip, and then slide the clip away from the slot in the clip. The clip releases the cable ends from the posts on the shifter selector. Slide the cable ends off the shift selector posts.





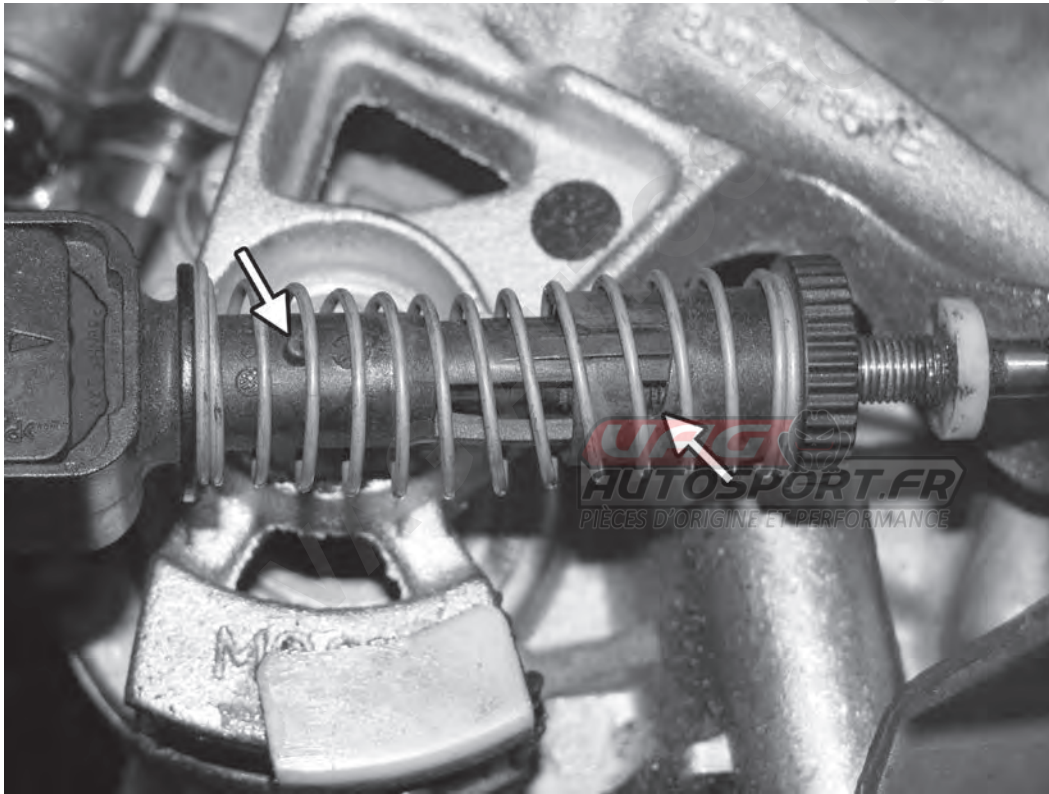
5) Remove the two 13mm bolts and the one 13mm nut from the stock shifter bracket. The shifter cables and bracket should be free at this point.

6) Using a large flathead screwdriver, remove the two clips holding the shift cables to the stock shifter bracket. Simply insert the screwdriver between the cable and the lip on the clip, and twist the screwdriver to pop out the clip.



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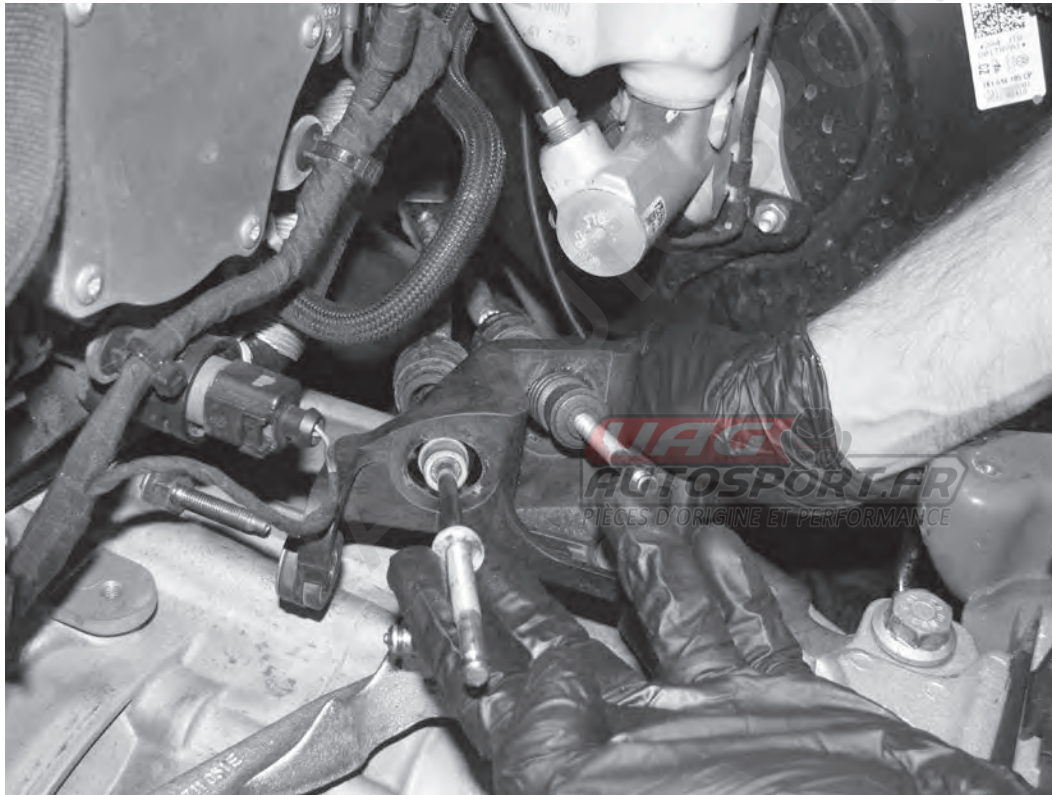
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7) Located on shifter cable ends the raised pin and the retaining notch. If properly locked, the knob on the end of the cable end (on the right side of this photo) should not be able to be rotated.

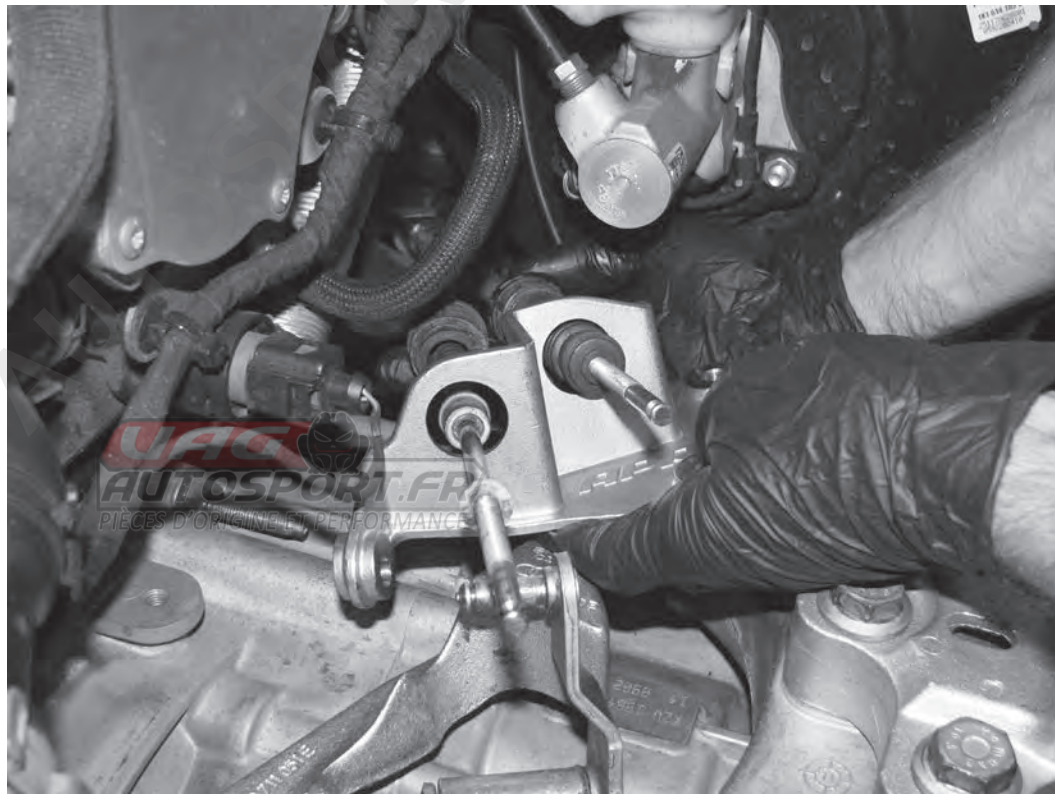
8) Compress the spring on the cable end by pushing the knob towards the cable mounting hole. Once fully compressed, rotate the knob counterclockwise to lock the raised pin in the retaining notch. Once fully locked in place, both cable ends can be removed from the cables. Take note of which cable end came off of which cable, and the orientation of the cable end on the cable.





9) Slide the stock shifter cable bracket out of the car by sliding the bracket forward while pulling the cables through the holes in the bracket. Take note the location of each cable; the longer cable should be closest to the engine.

10) Install the APR shifter cable bracket by sliding the holes in the APR bracket over the appropriate cable.



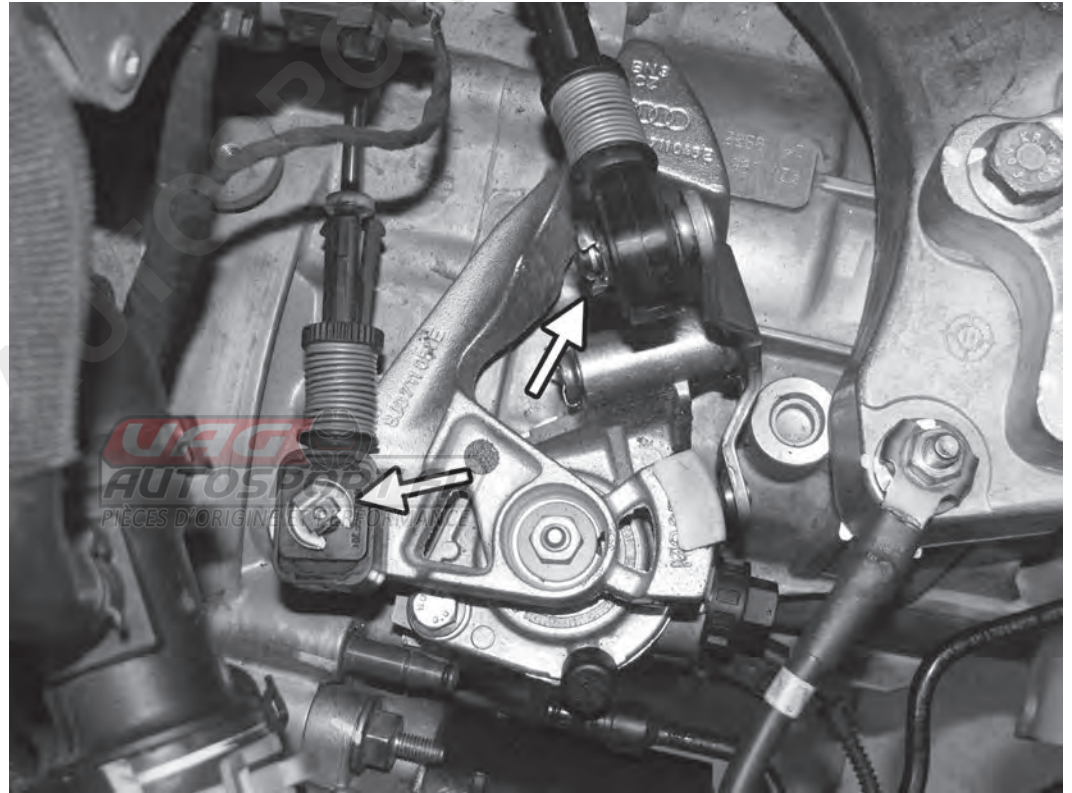
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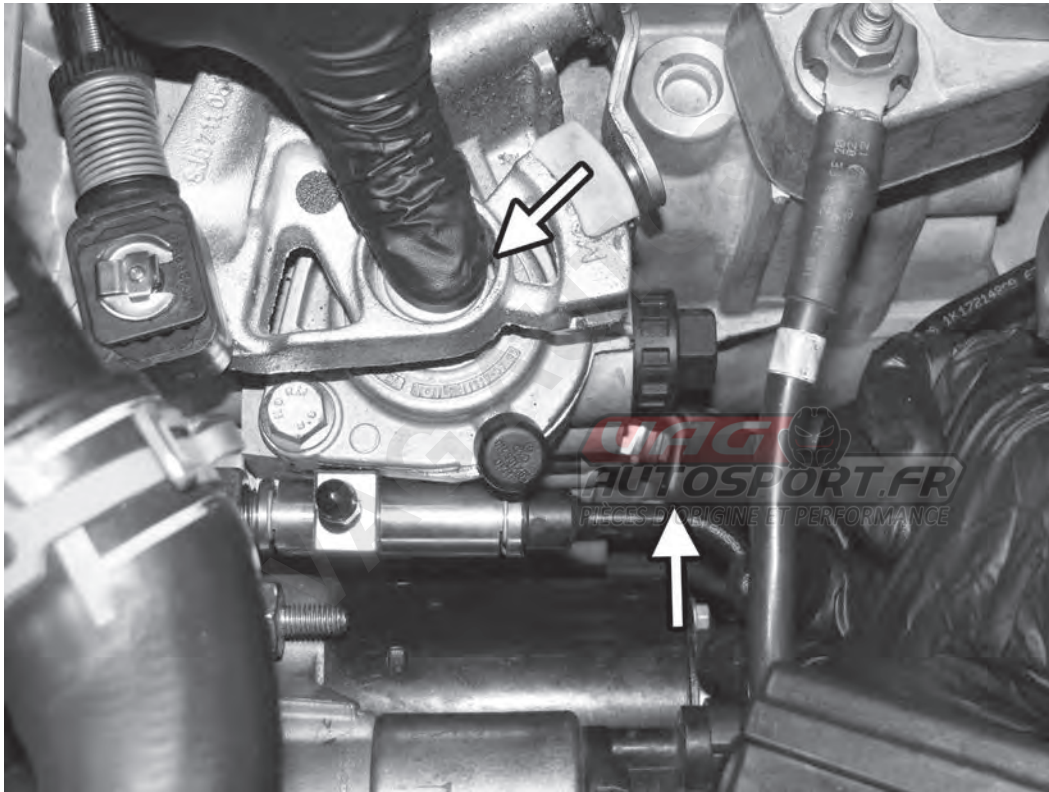
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11) Reinstall the stock clips that held the shifter cables to the shifter cable bracket. Remount the bracket to the car with the two original 13mm bolts and the one 13mm nut.

12) Reinstall the two cable ends on the shifter cables, but do not release the lock on the cable ends. Make sure the correct cable end is on each cable, and that the cable ends are oriented correctly. Install the cable ends on the correct posts of the shifter selector, and install the stock retaining clips.





13) After making sure the car is in neutral, locate the neutral locking pin under the shift selector, directly above the reverse switch. Carefully push the locking pin in towards the shift selector. At the same time, slowly push down on the shift selector until the locking pin slides in. When the locking pin slides in, it will rotate slightly up (clockwise) when correctly locked. With the locking pin properly pushed in, the shift selector should be mostly locked in place.

14) Inside the car, gently lift up on the boot around the shifter, and then using a plastic trim tool, carefully pry the shifter surround trim up. There are two locking tabs on the back of the shifter trim.



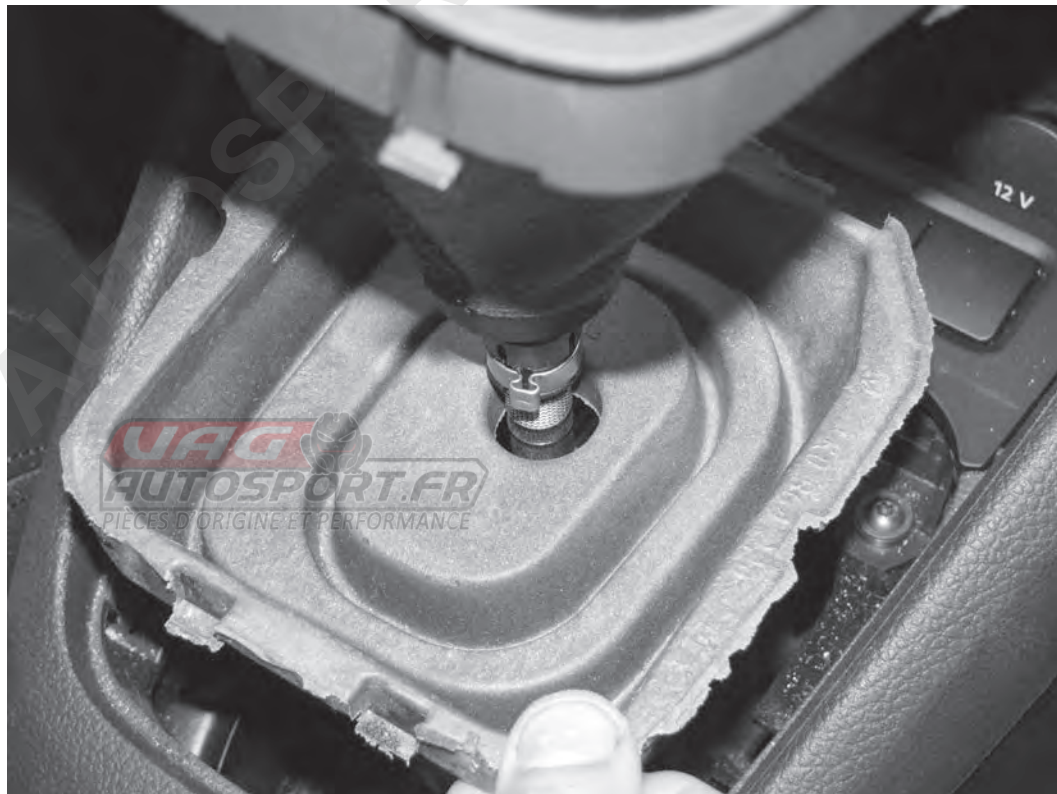
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15) Once the back of the shifter surround trim is lifted up, use the trim tool to work on both sides of the shifter trim. Once removed, the shifter boot and surrounding trim can be lifted up above the shift knob. The boot does not need to be removed.

16) Carefully lift up to remove the sound deadening absorber that is over the shifter linkage, and lift out of the way.



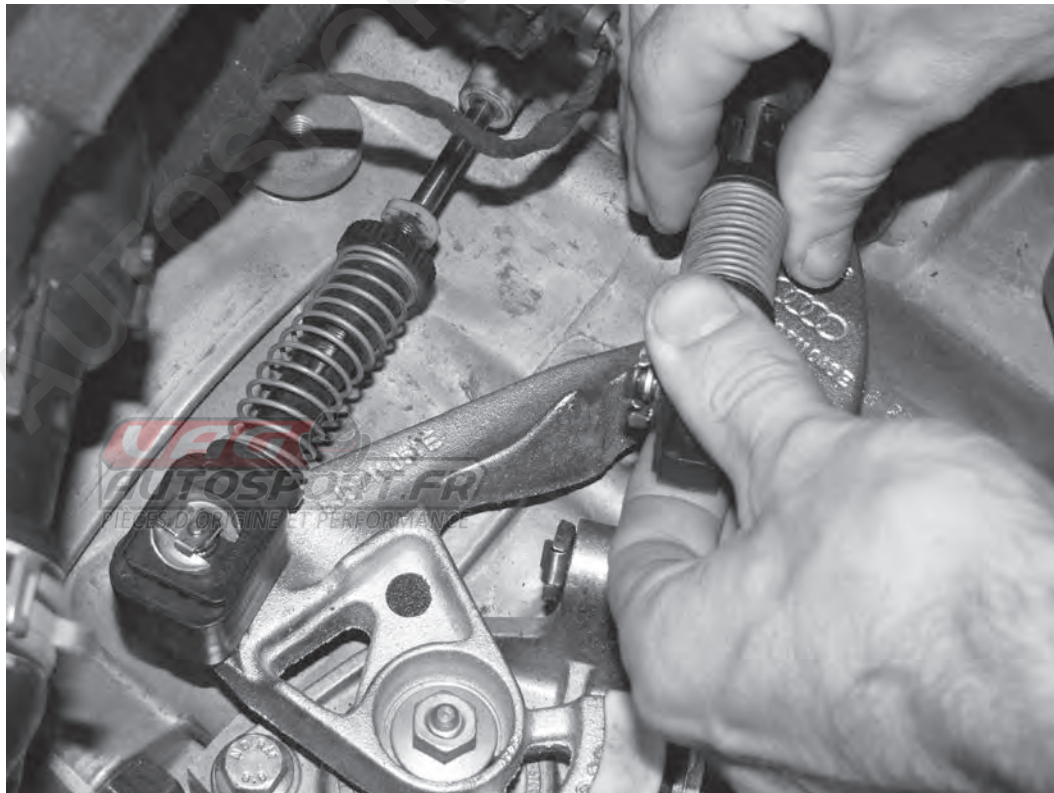
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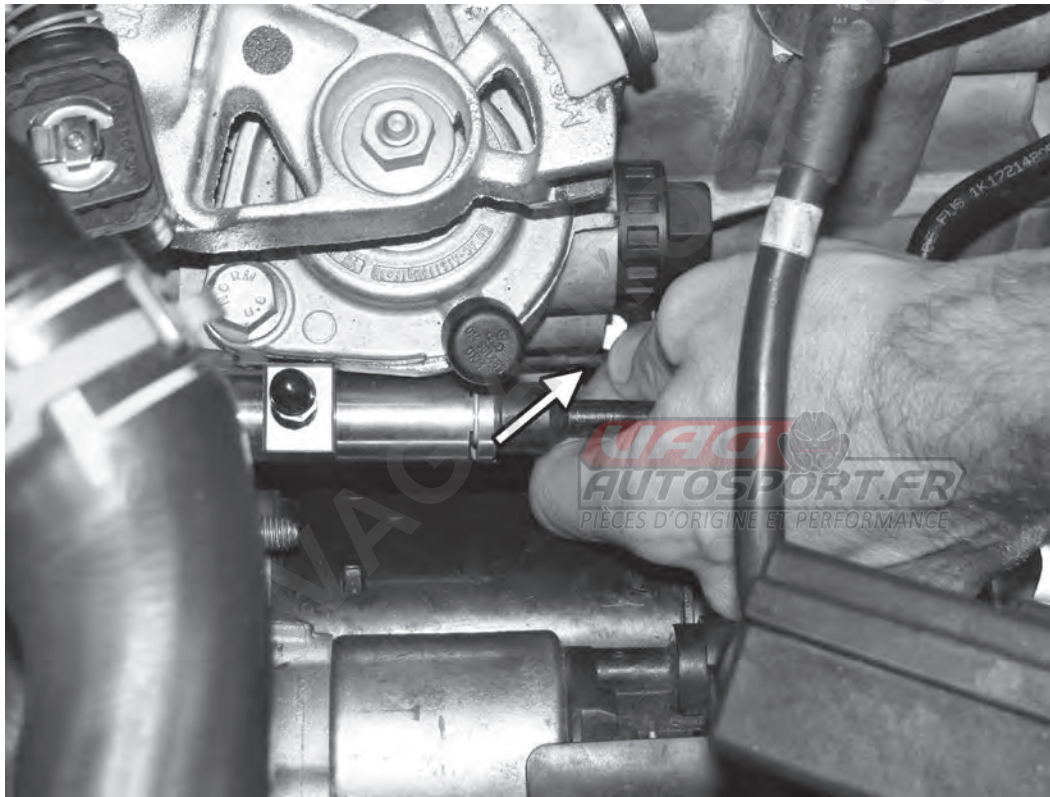
17) Pull the shifter back and to the left to align the hole in the shifter with the hole in the shift linkage. Use the supplied metal pin to lock the shifter in this location.

18) With both the shifter in the car locked in place, and the shift selector locked in neutral, push in and slightly rotate the knob on each of the cable ends clockwise to release the raised pin from the retaining notch. When properly released, the spring should be fully extended, the knob on the cable end should not rotate, and the cables should be attached to the cable ends.



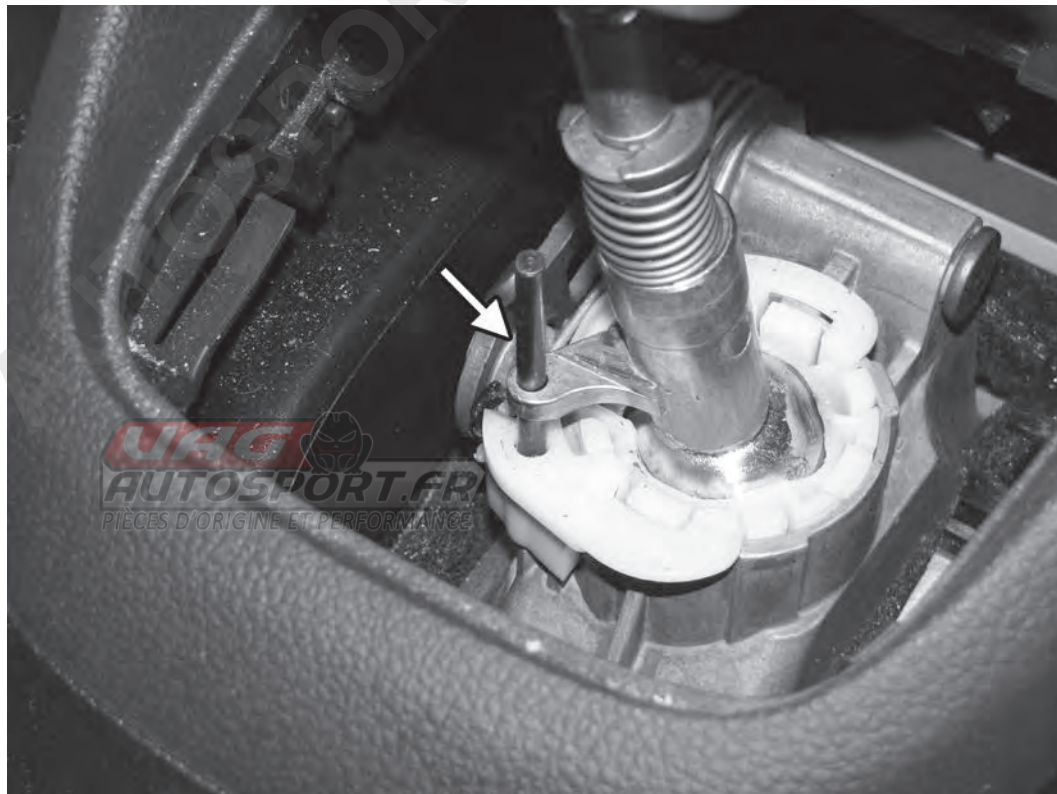
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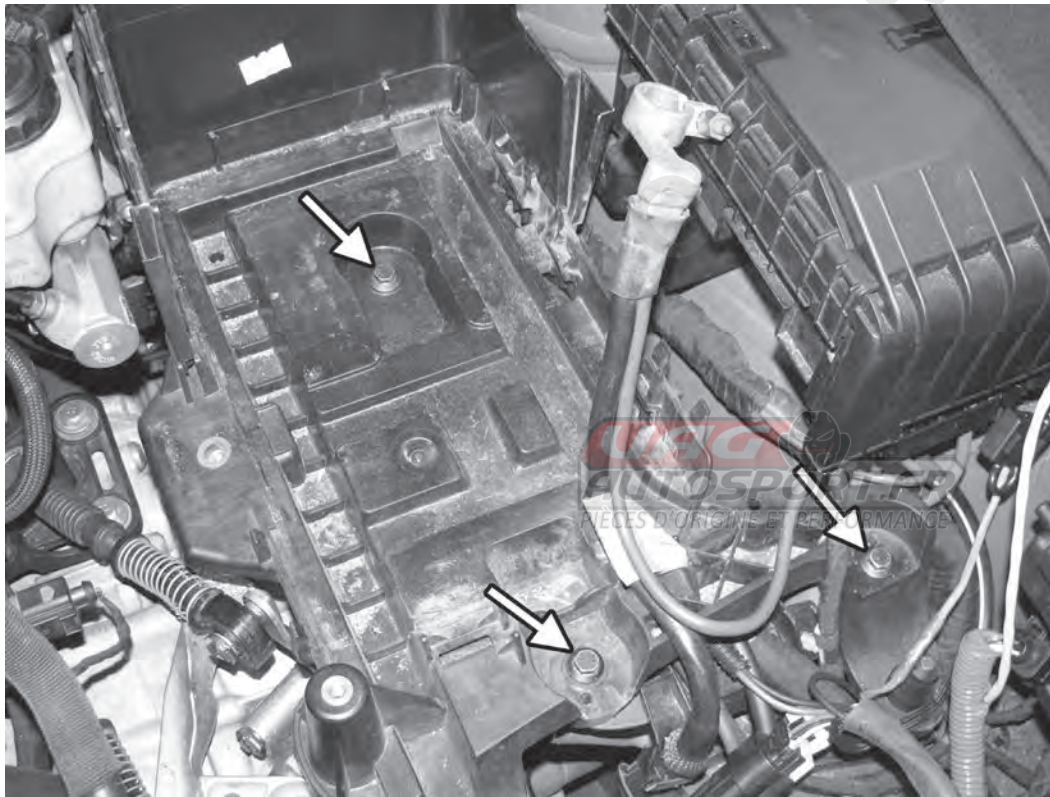
19) Pull the shift locking pin away from the shift selector. The pin should pull out and drop down (counterclockwise) slightly when properly released.

20) Remove the locking pin from the shifter inside the car. Replace the sound deadening absorber and reinstall the shifter surround trim by pushing the securing clips back in place. Make sure the shifter freely goes into each gear, including reverse.



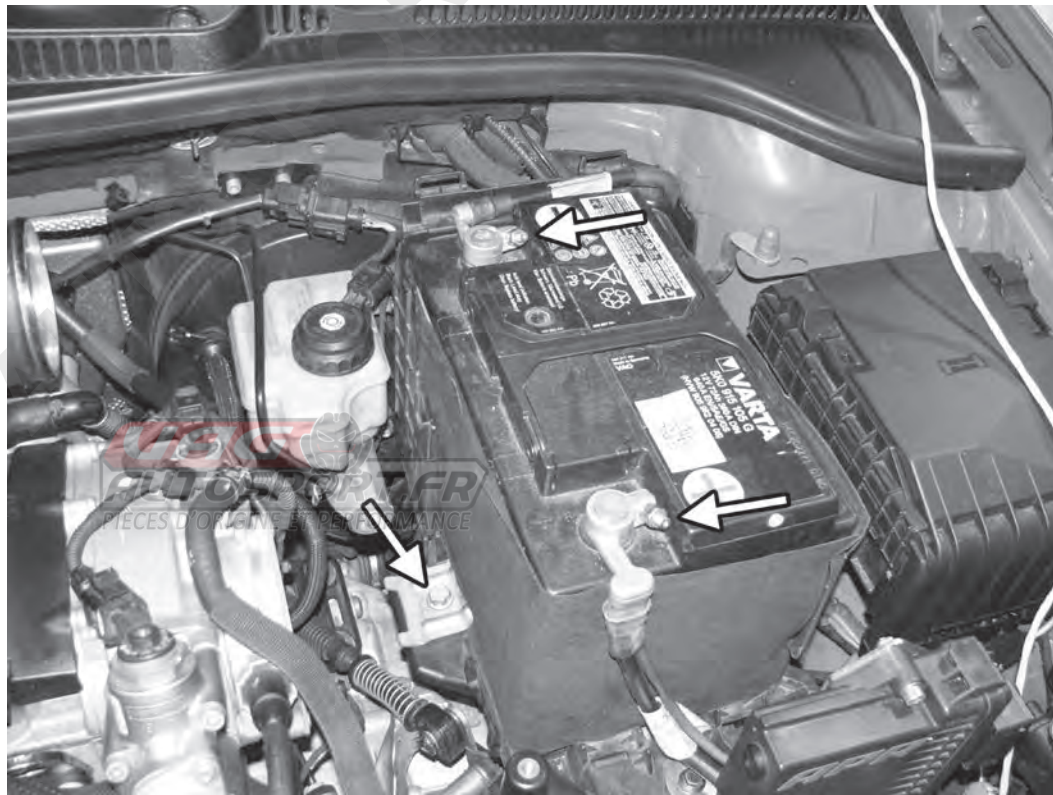
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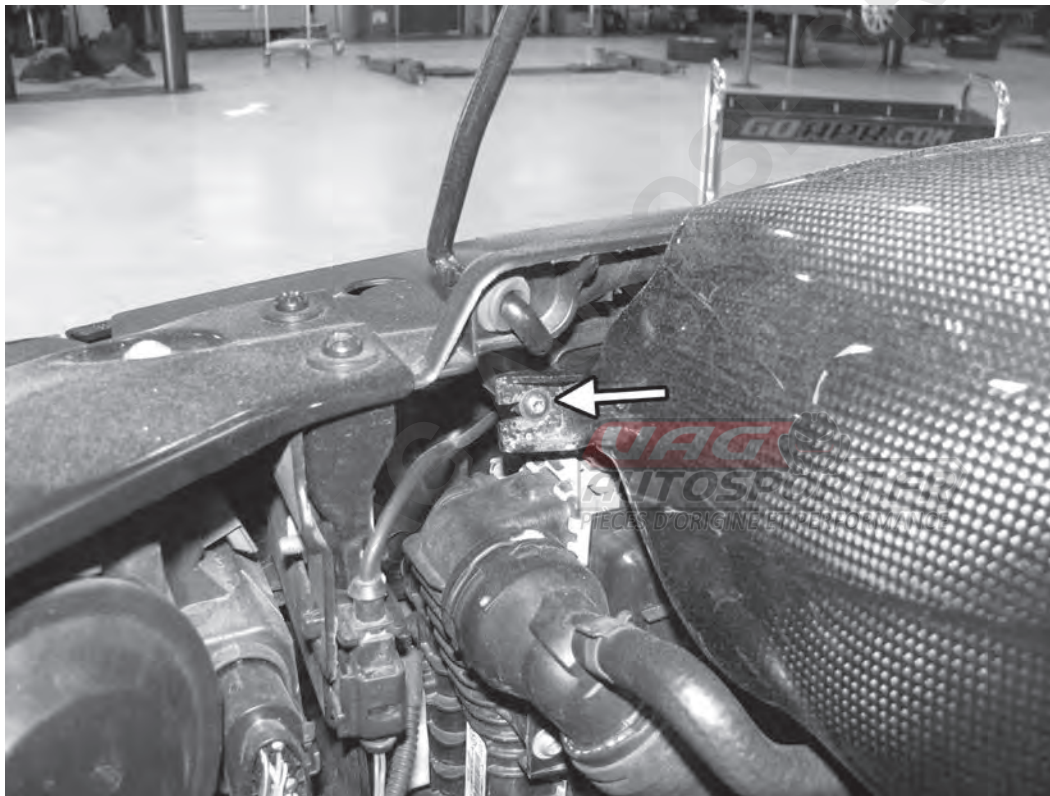
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21) Reinstall the battery tray in the car, and secure with the three, original 10mm bolts.

22) Reinstall the battery in the battery tray. Install the battery hold-down bracket and secure with the original 13mm screw. Connect the battery cables to the battery, and secure with the 10mm nuts on both the positive and negative battery terminals. Reinstall the cover on the top of the battery.





23) Reinstall the intake in the car and secure with the two T25 screws that connect the intake to the radiator support.

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