

#TL100076



SHORT SHIFT KIT/
INSTALLATION INSTRUCTIONS



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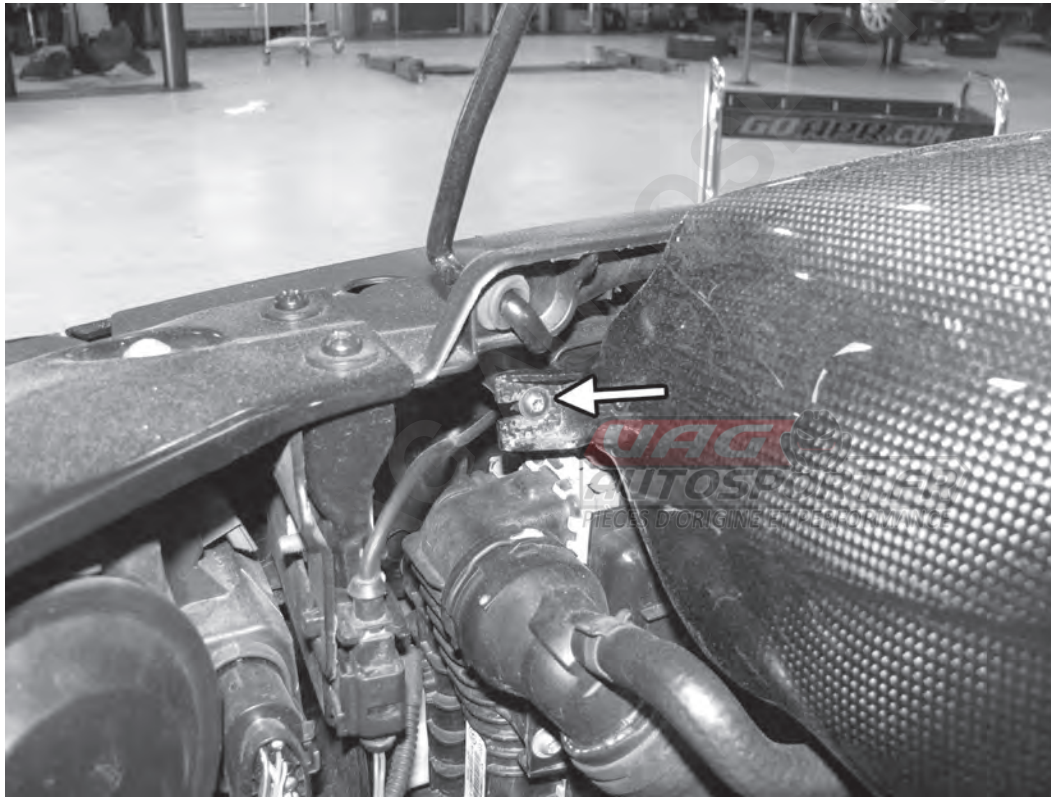


Notes:

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

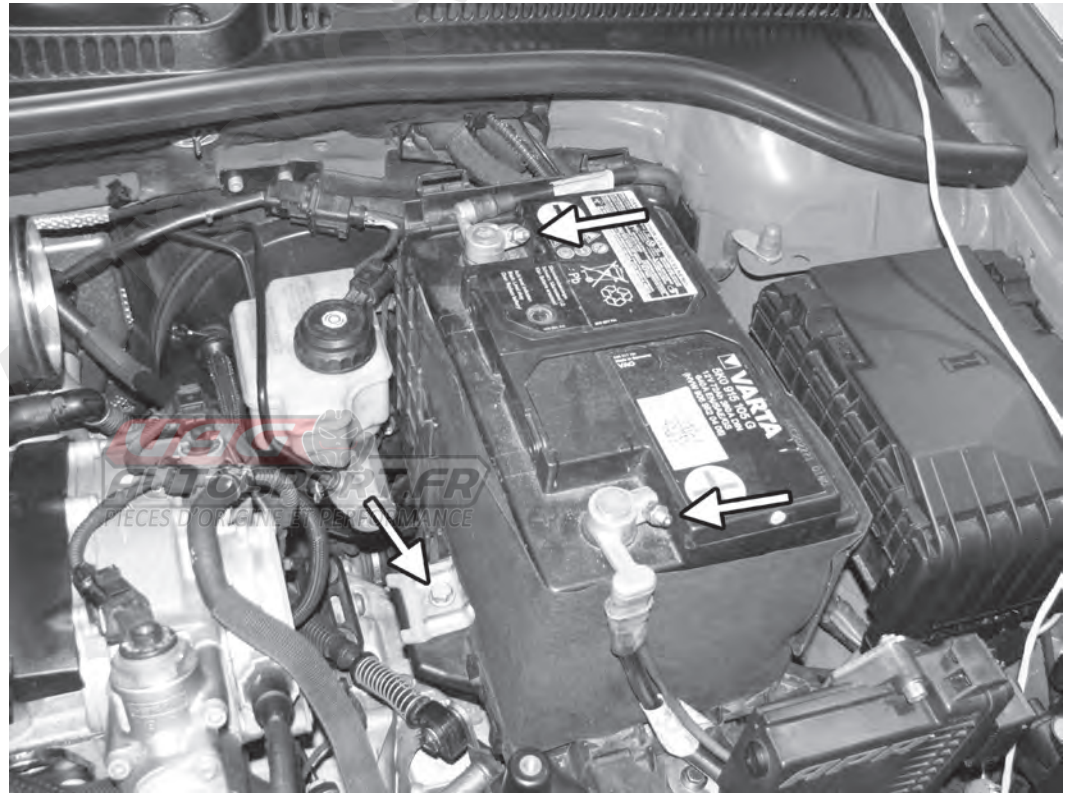
When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommend that you get some kind of compartmented tray to organize the fasteners, such as a fishing tackle box or several large ice cube trays. Fasteners that are not reused for reinstallation are noted in the instructions. 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.

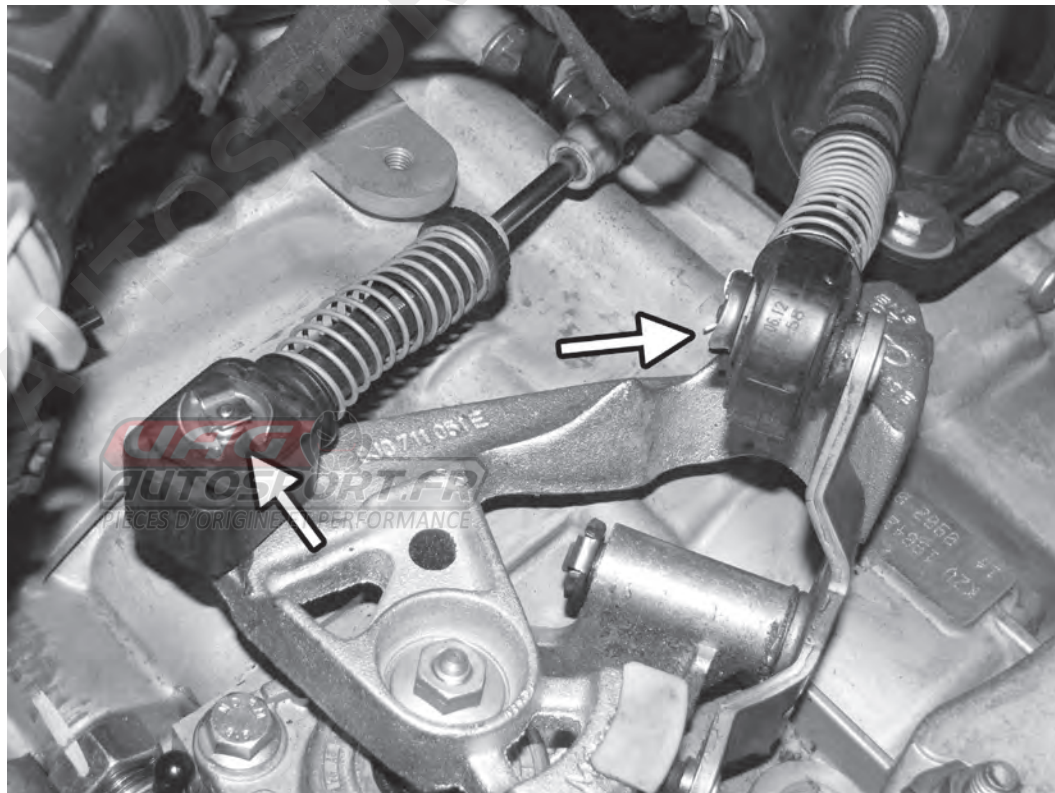
2) Remove the cover from the top of the battery. Disconnect the 10mm screw to both the negative and positive battery cables, and remove from the battery. Remove the 13mm screw from the battery holddown bracket, and remove the bracket. Finally, remove the battery from the car.

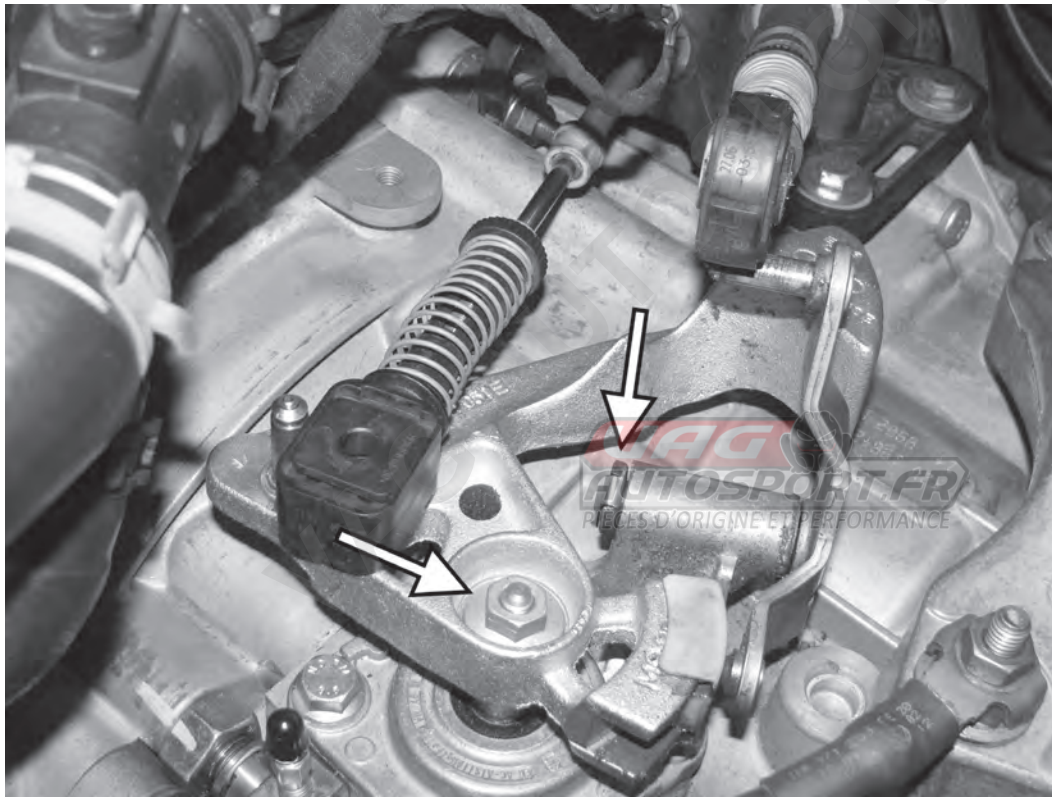




3) Remove the three 10mm bolts from the battery tray, and remove the tray from the car.

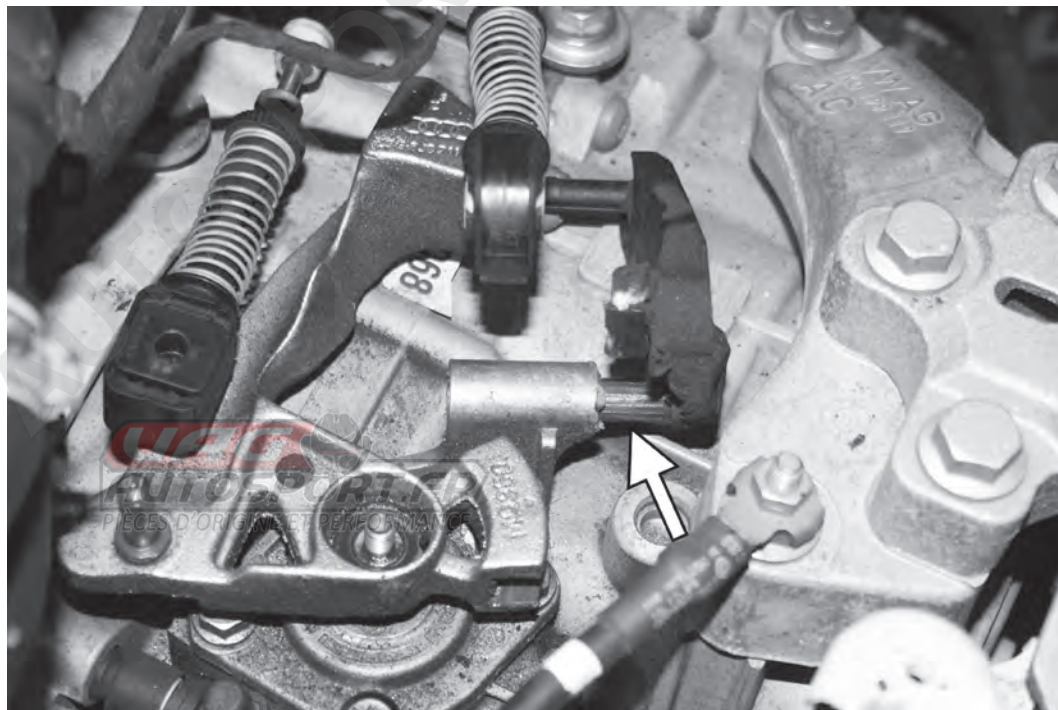
4) Remove the two spring clips holding the shifter cable ends to the shifter selector. To do this, lift up on the center tab of the clip, and then slide the clip away from the slot in the clip. The clip releases the cable ends from the posts on the shifter selector. Slide the cable ends off the shift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





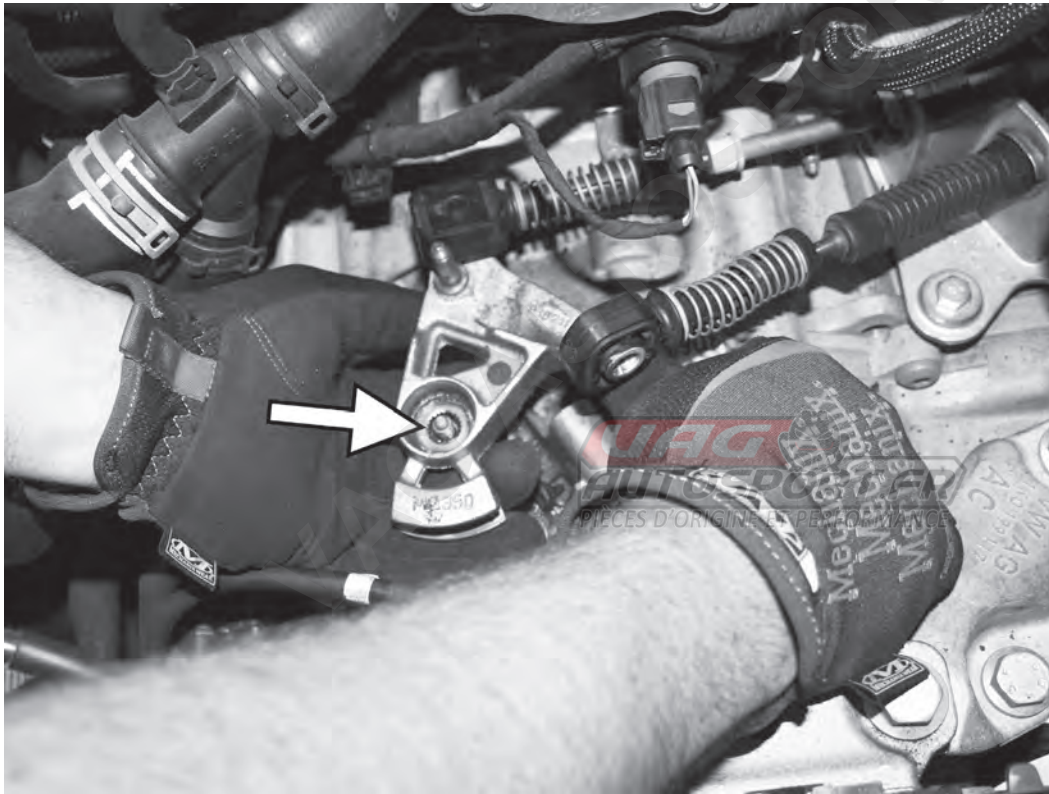
5) Remove the 13mm nut from the selector shaft. Remove the retaining clip from the relay lever.

6) Slide the relay lever out of the mounting hole on the transmission. If there are bushings in the mounting hole, remove them as well.



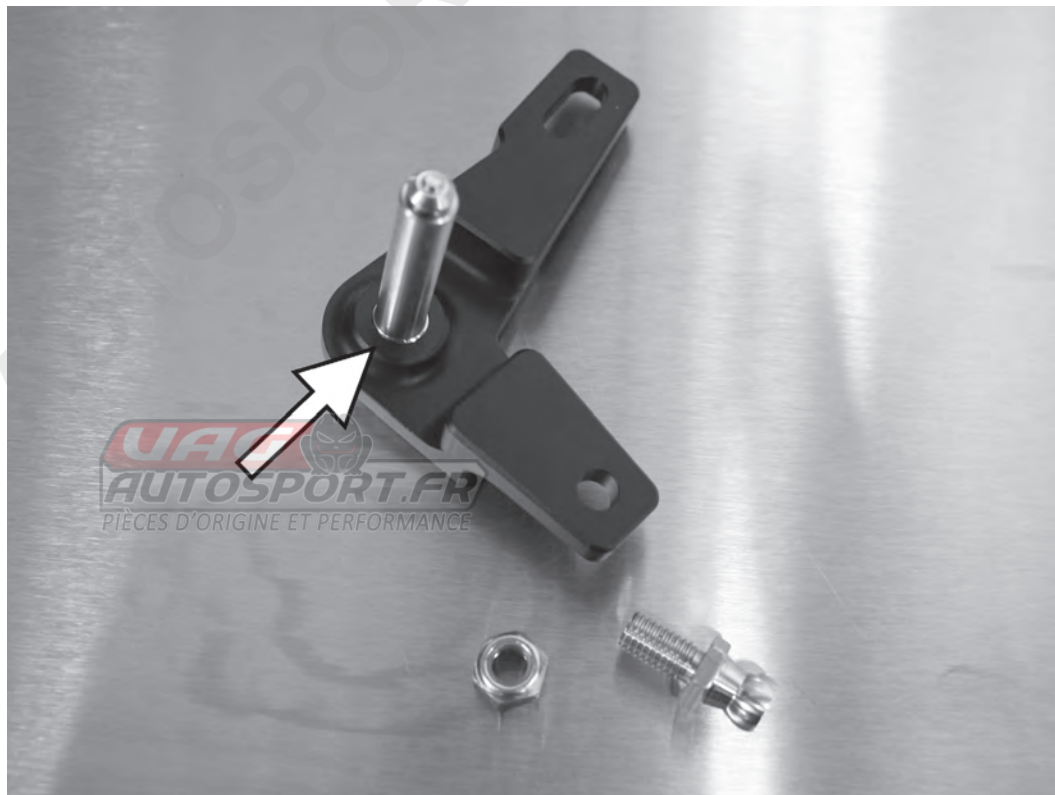
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7) Remove the primary lever from the selector shaft by lifting up with two hands and wiggling the lever from side to side. Do not slam the primary lever up or down.

8) Install the largest pivot pin in the APR relay lever as shown. Tighten the pivot pin with a 17mm wrench to 28Nm (21lb-ft).



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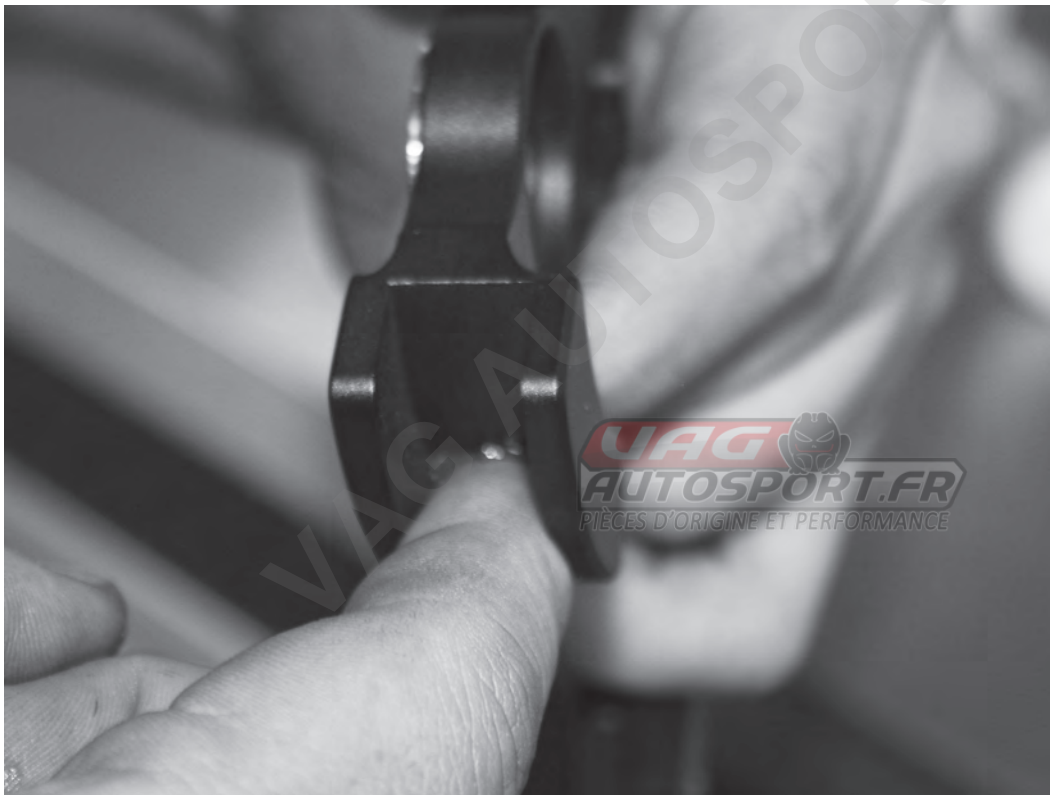
9) Install the ball stud in the APR relay lever and secure with the supplied 13mm locknut. Tighten to 8Nm (70in-lb).

10) Snap the rectangular friction piece onto the ball stud, and lubricate with synthetic grease.



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11) Grease the slot of the primary lever.

12) Select the appropriate sized cable post for your application so there is not any play between the cable post and the cable end. Install the cable post to the relay lever and loosely secure with a 13mm locknut.





13) Select and install the appropriate cable post onto the primary lever, and loosely secure with a 13mm locknut.

14) Adjust the distance between cable posts and the pivot point of both the primary and relay levers. It is recommended to leave the distance between the cable post and the pivot point roughly the same as stock to begin with. Do not fully tighten the 13mm locknuts.



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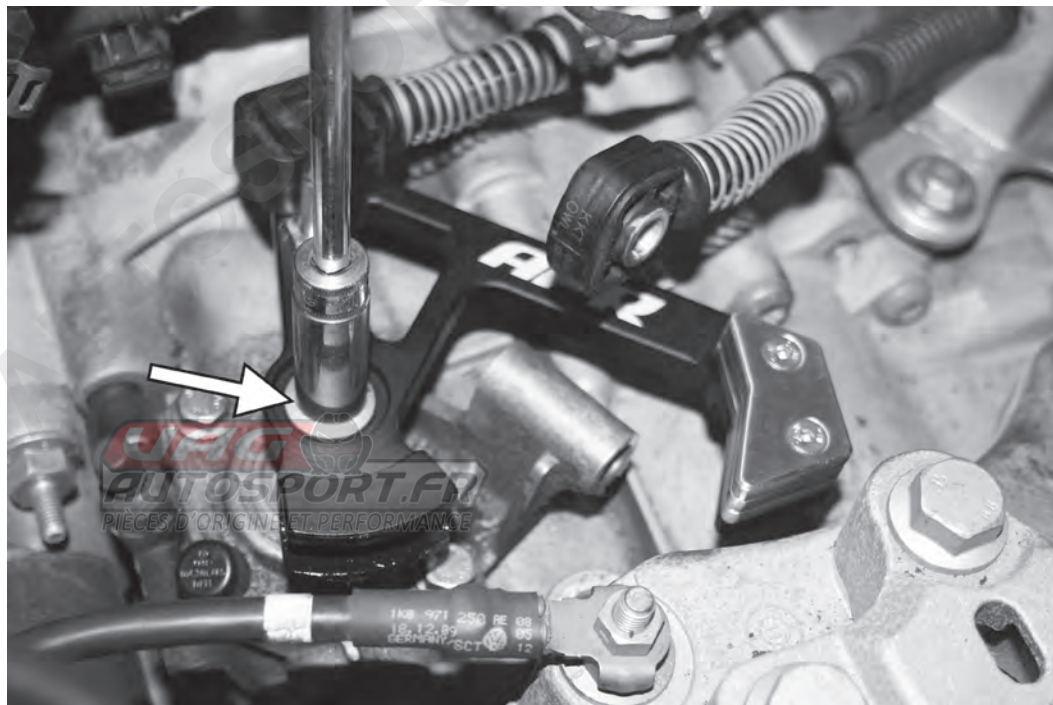
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15) Select the amount of inertia weight you wish to use. Select the appropriate length screws for the number of weights used. When installed, the screws should not protrude from the bottom of the primary lever. Install the weights to the primary lever, and tighten the 4mm allen screws to 2Nm (18in-lb).

NOTE: In some configurations of the relay lever (in very short positions), you may not be able to use all three weights due to interference with the shifter cable. After shifter installation is complete, check for interference.

16) Install the APR primary lever on the keyed selector shaft and secure with the factory 13mm nut. Torque the nut to 23Nm (17ft-lb).



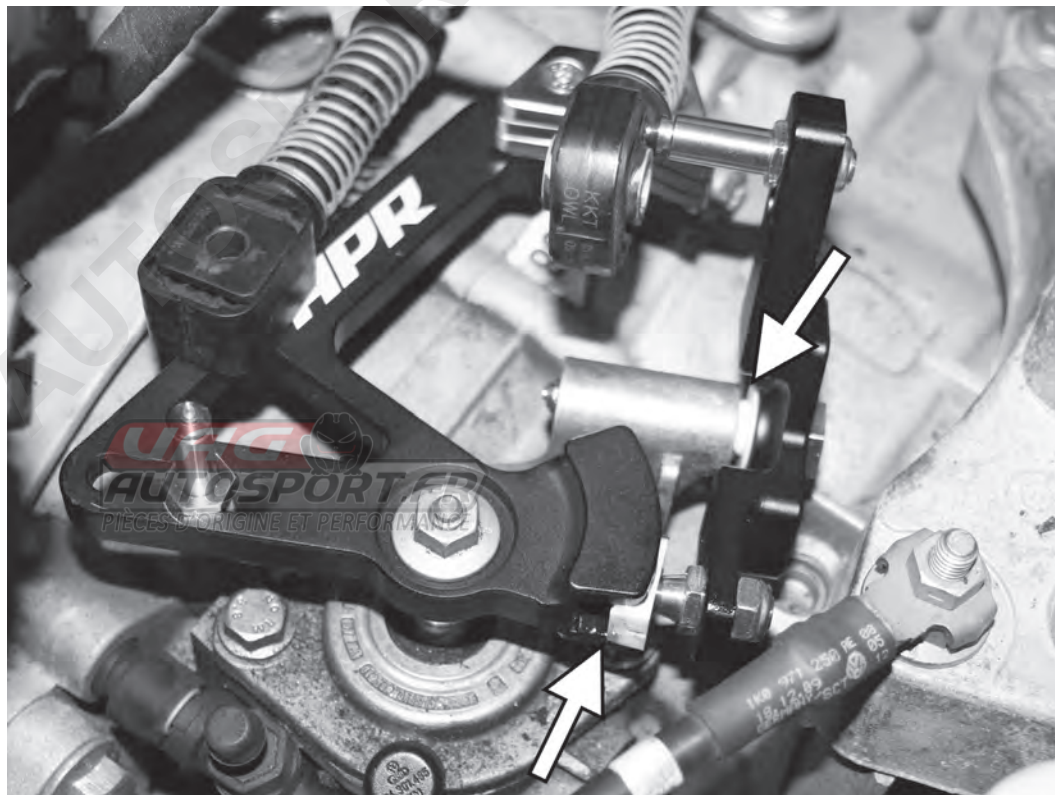
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17) Grease and install the relay lever bushing onto the pivot pin.

18) Install the relay lever into the mounting hole on the transmission, making sure the bushing slides into the mounting hole. Also make sure the friction piece goes in the slot on the primary lever.



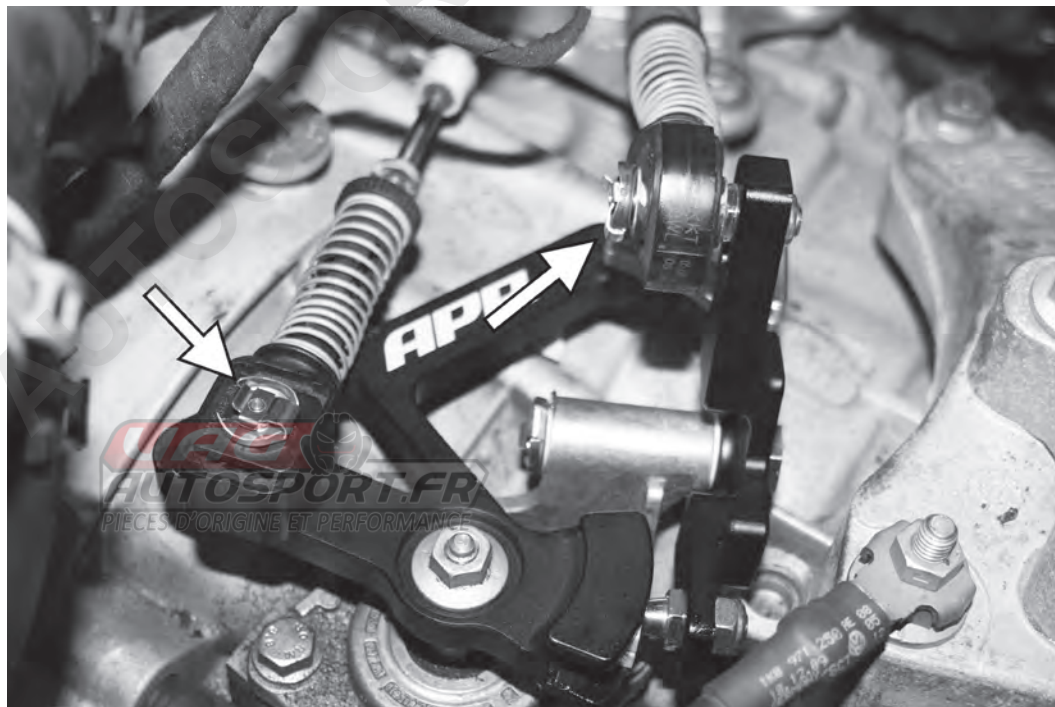
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19) Grease and install the other relay lever bushing into the other side of the mounting hole. Attach the supplied retaining clip to the pivot pin, locking the relay lever to the transmission.

20) Reattach the shift cables to the mounting pins on the APR shifter, and secure with the supplied retaining clip.



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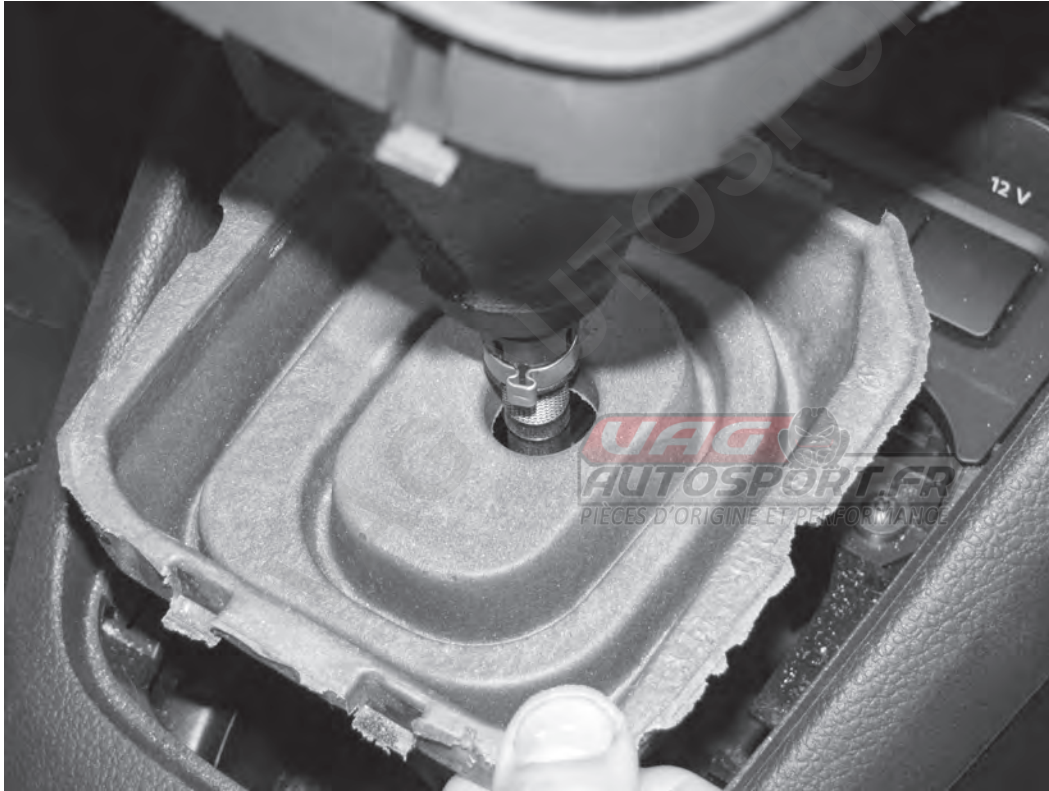
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21) Inside the car, gently lift up on the boot around the shifter, and then using a plastic trim tool, carefully pry the shifter surround trim up. There are two locking tabs on the back of the shifter trim.

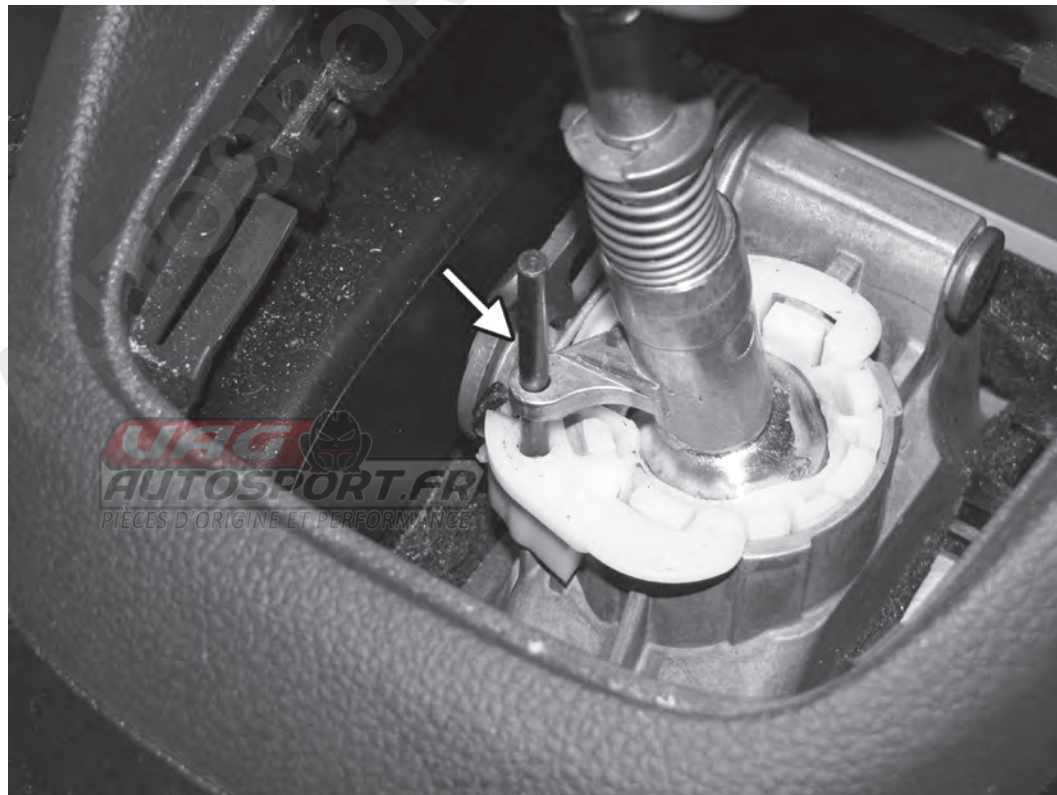
22) Once the back of the shifter surround trim is lifted up, use the trim tool to work on both sides of the shifter trim. Once removed, the shifter boot and surrounding trim can be lifted up above the shift knob. The boot does not need to be removed.

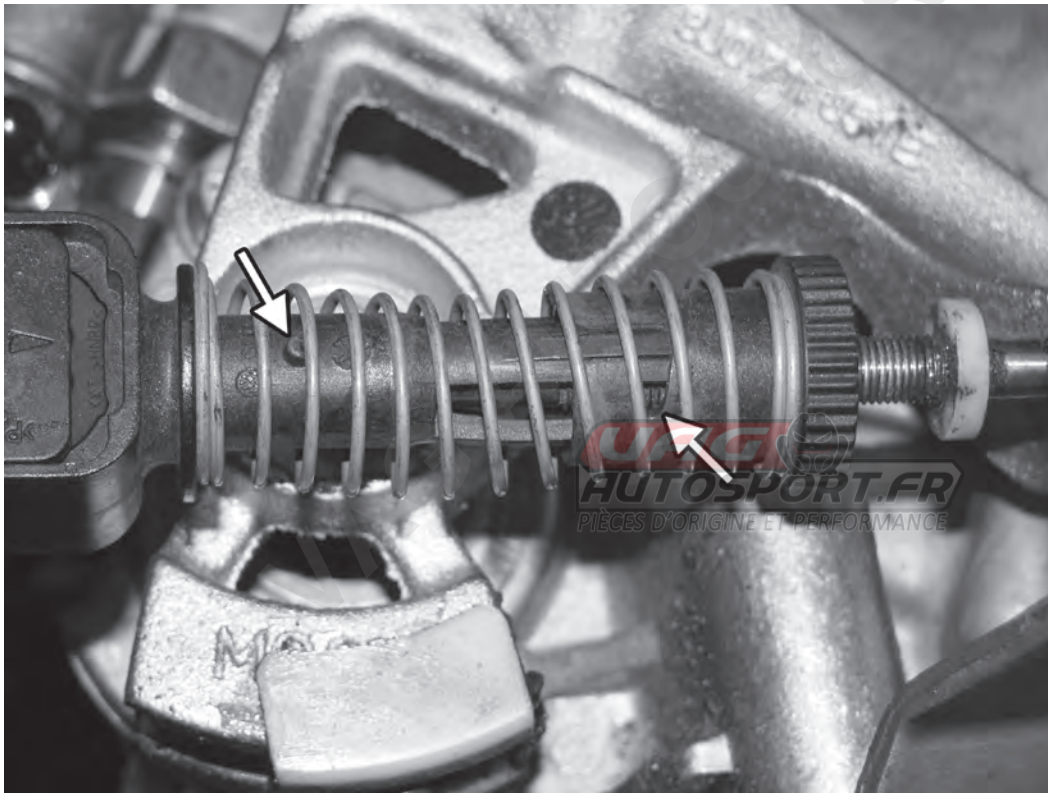




23) Carefully lift up to remove the sound deadening absorber that is over the shifter linkage, and lift out of the way.

24) 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.





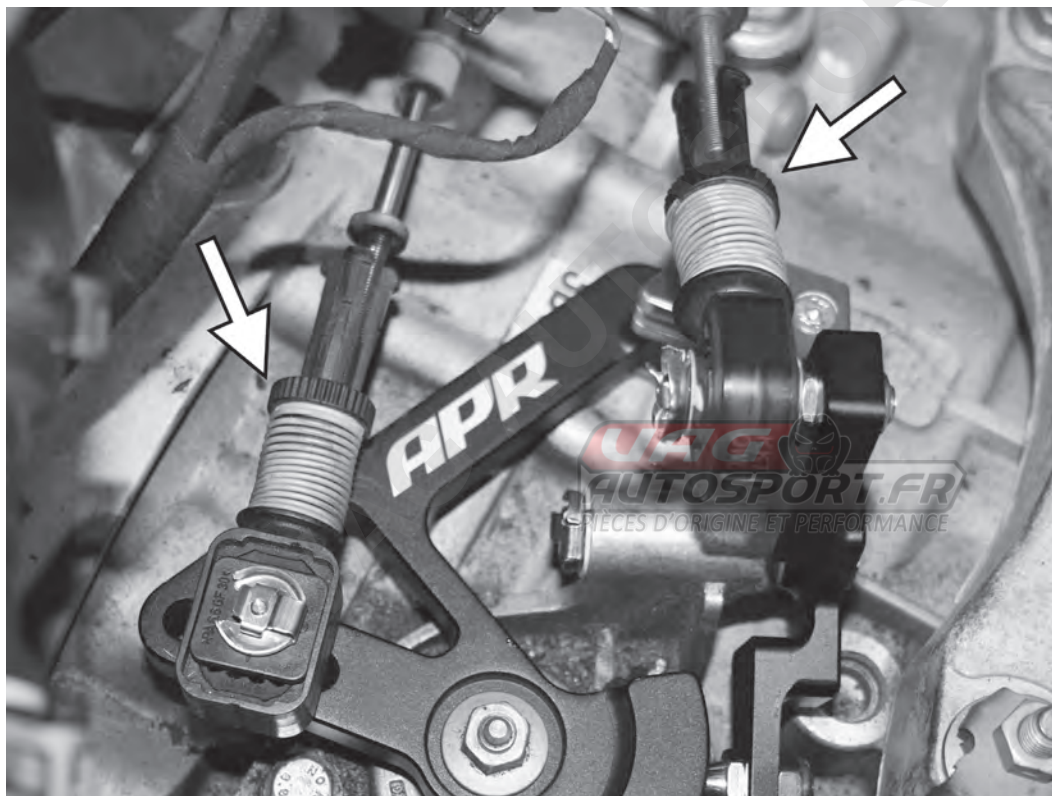
25) Located on shifter cable ends the raised pin and the retaining notch. If properly locked, the knob on the end of the cable end (on the right side of this photo) should not be able to be rotated.

26) 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.



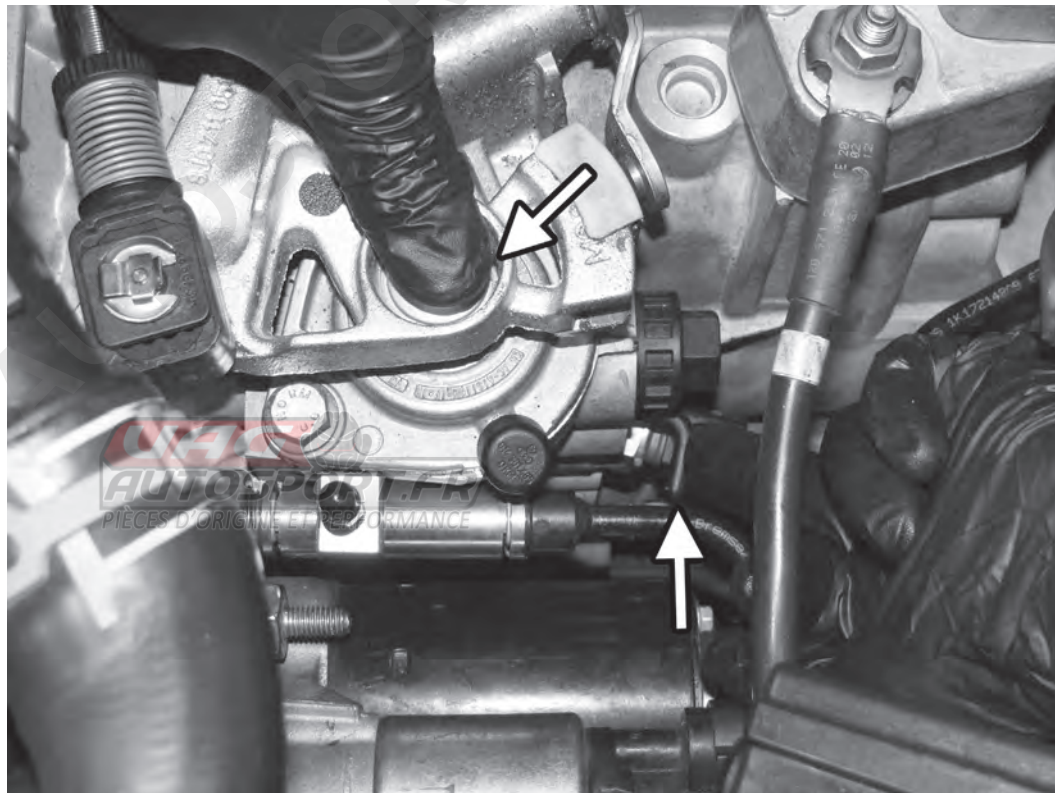
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27) Lock the other cable end as shown in the previous two steps, so both cable ends appear as in the picture.

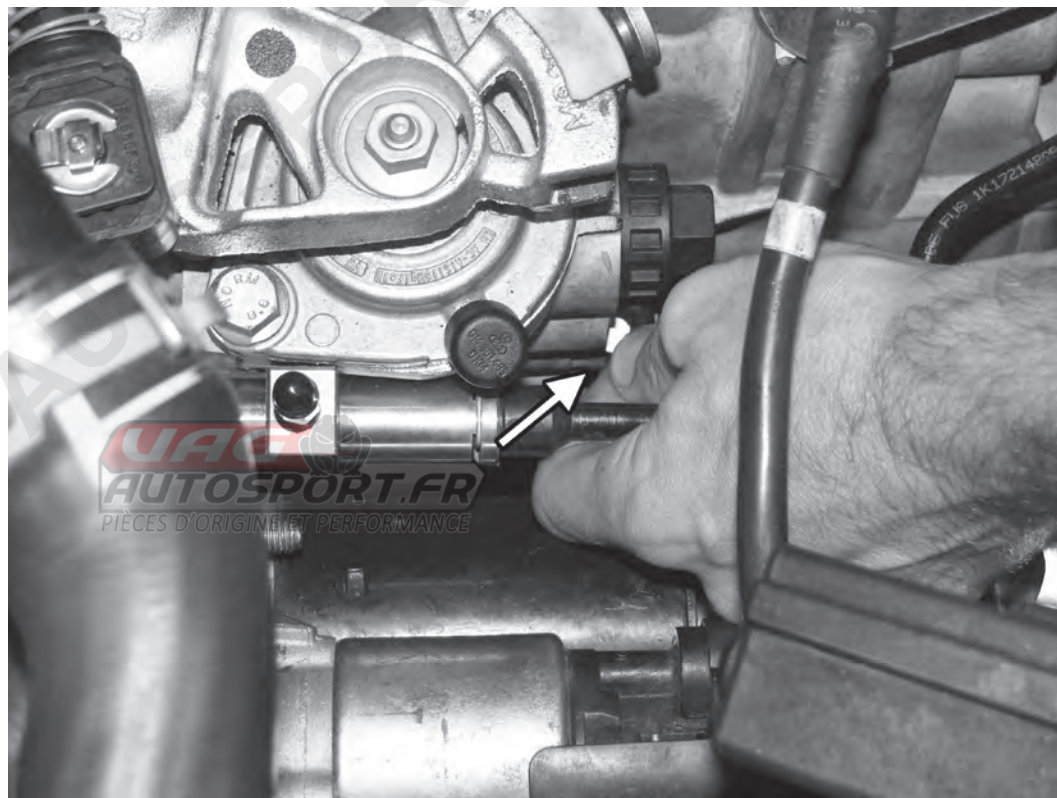
28) After making sure the car is in neutral, locate the neutral locking pin under the shift selector, directly above the reverse switch. Carefully push the locking pin in towards the shift selector. At the same time, slowly push down on the shift selector until the locking pin slides in. When the locking 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.





29) 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.

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



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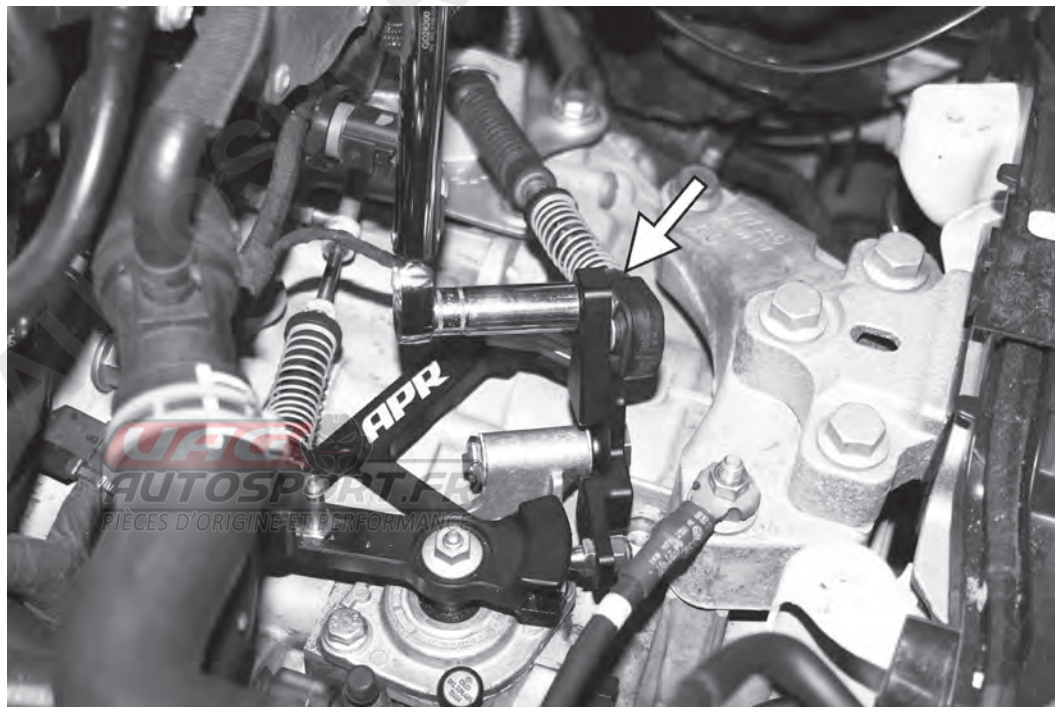
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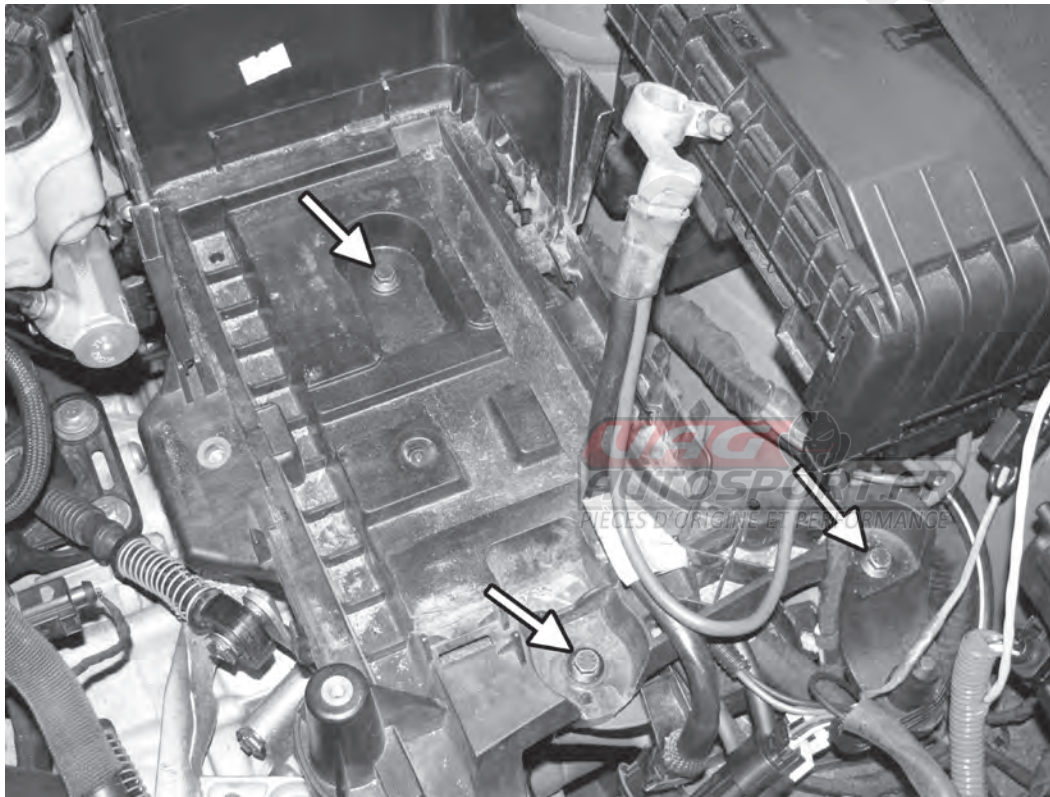


31) Remove the locking pin from the shifter inside the car. Replace the sound deadening absorber and reinstall the shifter surround trim by pushing the securing clips back in place. Make sure the shifter freely goes into each gear, including reverse.

32) With the cable ends now adjusted, verify the throw and gate of the shifter inside the car. If the throw is not acceptable, the cable ends must be removed from the pivot pins. The pivot pins can then be adjusted with a deep 13mm socket and checked again, or they can be torqued in place. Torque the 13mm nuts to 7Nm (62in-lb).

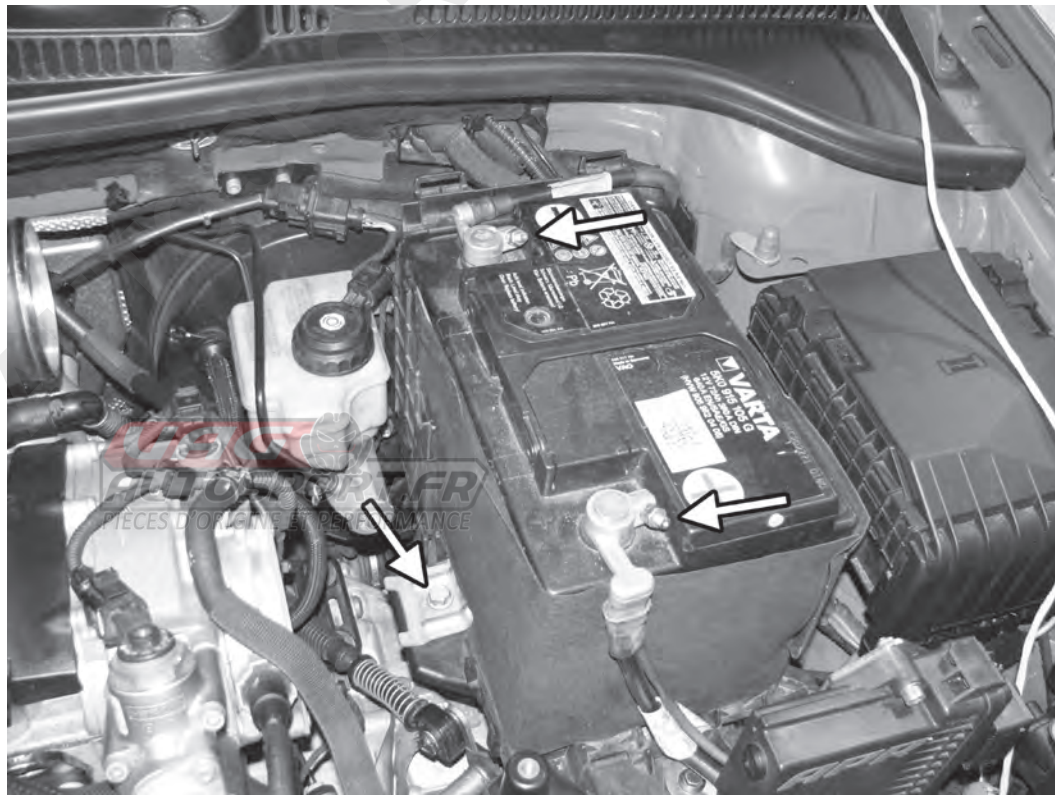
Note: Do NOT drive the car without torquing the pivot pins and reinstalling the cable ends with the retaining clips.

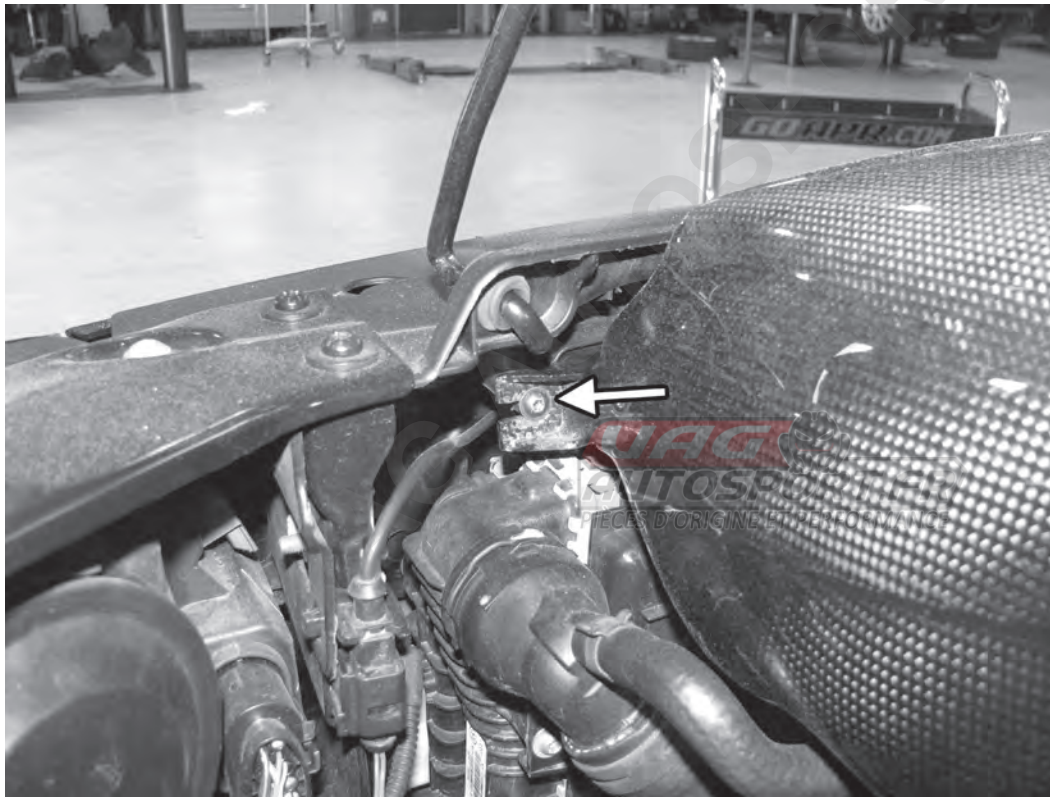




33) Reinstall the battery tray in the car, and secure with the three, original 10mm bolts.

34) 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.





35) 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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