



Short Shifter Installation Guide



Tools Needed:

10mm Socket

13mm Socket

Small Flat Head Screwdriver

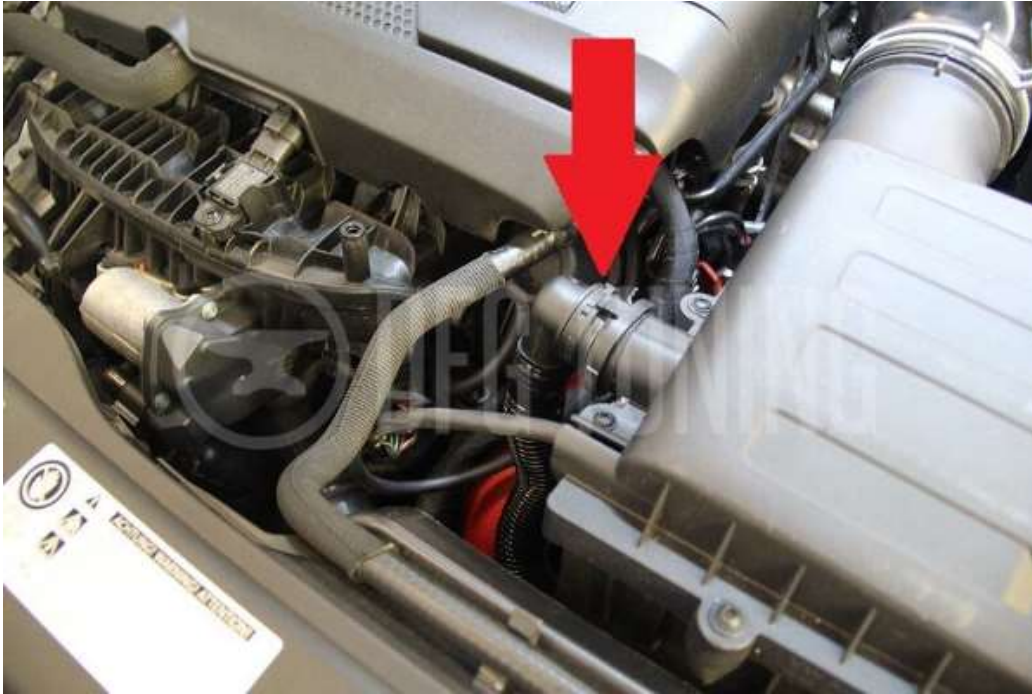
Plastic Pry Tool

Stock Intake Removal – MQB Intake System

- 1. Verify you have all the correct parts
- 2. Remove Hose clamp on the intake tube going to the turbo using a 8mm socket or Phillips head screwdriver

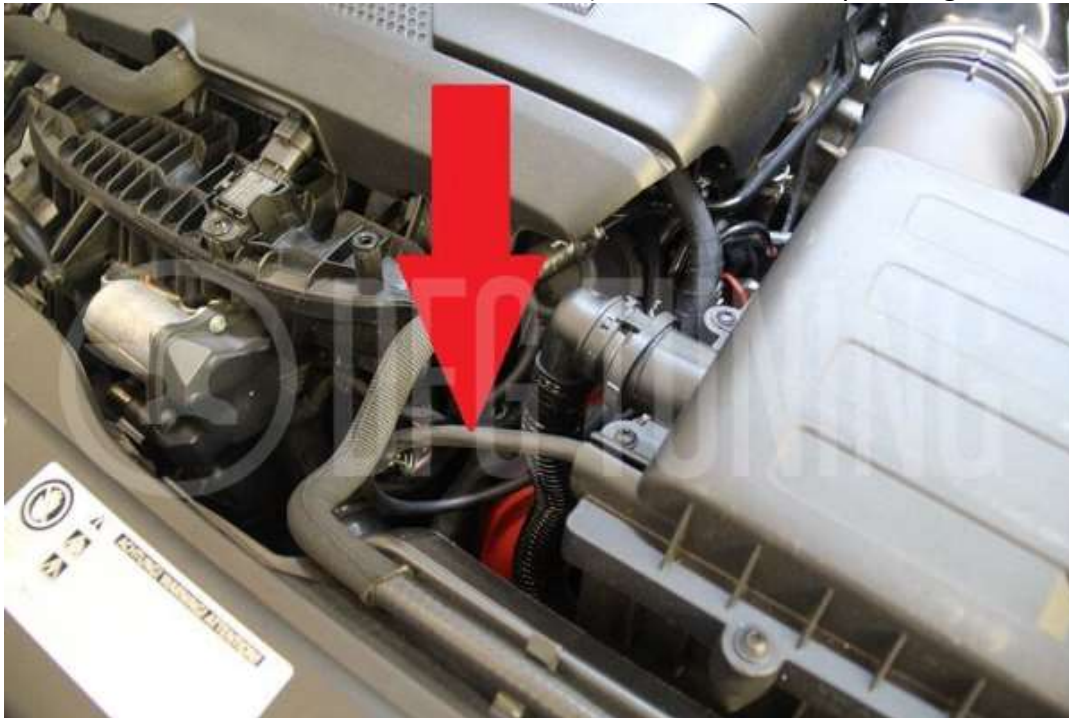


- If the car is equipped with SAI you will want to disconnect this by depressing the tabs on either side of the tube and pulling it away from the



intake

3. Remove vacuum hose from stock air box (This sometimes requires a good amount of pulling)



4. Gently pull up on the rear portion of the intake tube to disconnect the intake tube from the turbo inlet.



5. Once the Intake tube is free from the turbo inlet you can remove the intake box by pulling it up off of the three rubber grommets it is held on by. Set aside stock intake assembly (This can require some force)



Battery and Tray Removal: While it is not mandatory to remove battery and tray for installation, these instructions reflect those steps to ease installation

- 1. Remove cloth cover around the battery & disconnect the battery terminals using a 10mm socket



2. Locate the battery tie down bracket and remove using a 13mm socket

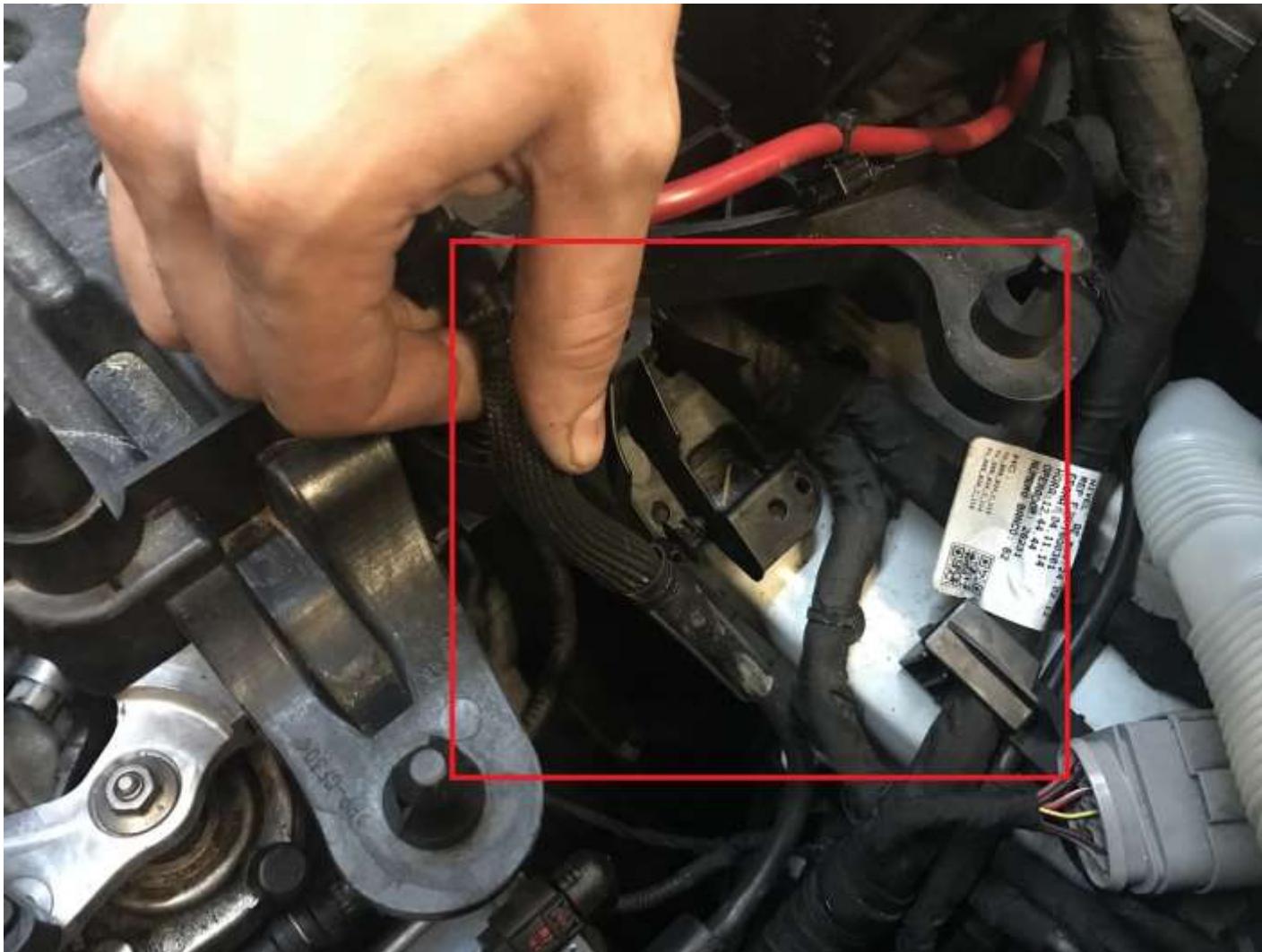


3. Remove the battery.

4. Now locate the (4) 10mm nuts that are securing the battery tray to the frame. Remove these bolts



6. Locate the battery wire loom clip and use a small flat head to unclip it from the body.



7. Now remove the battery tray.

8. Locate the OEM shifter



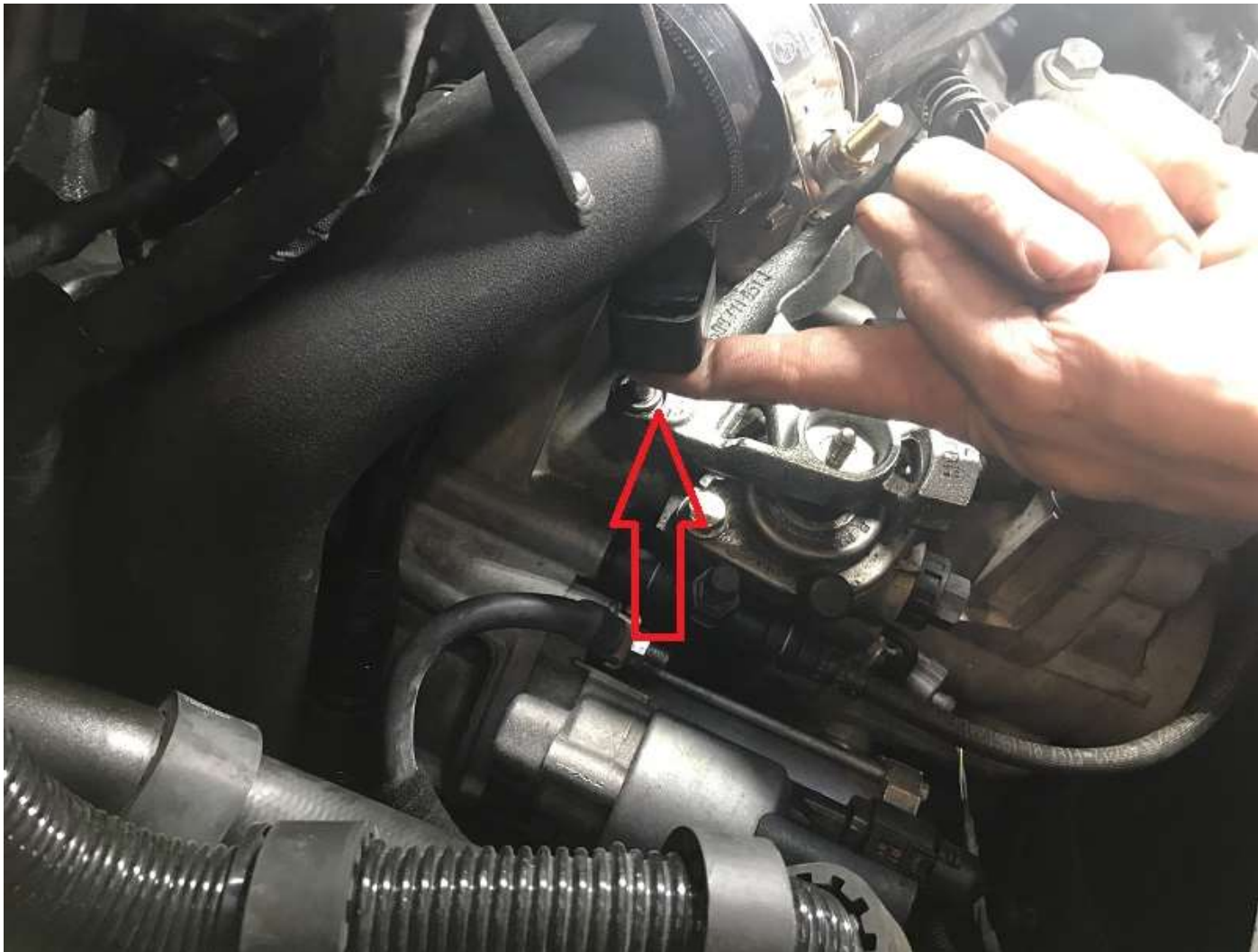
9. Locate the shifter cable retaining clips



10. Use a small flat head screw driver to gently lift the tab on the retaining clip. Slide the clip off the shifter pin



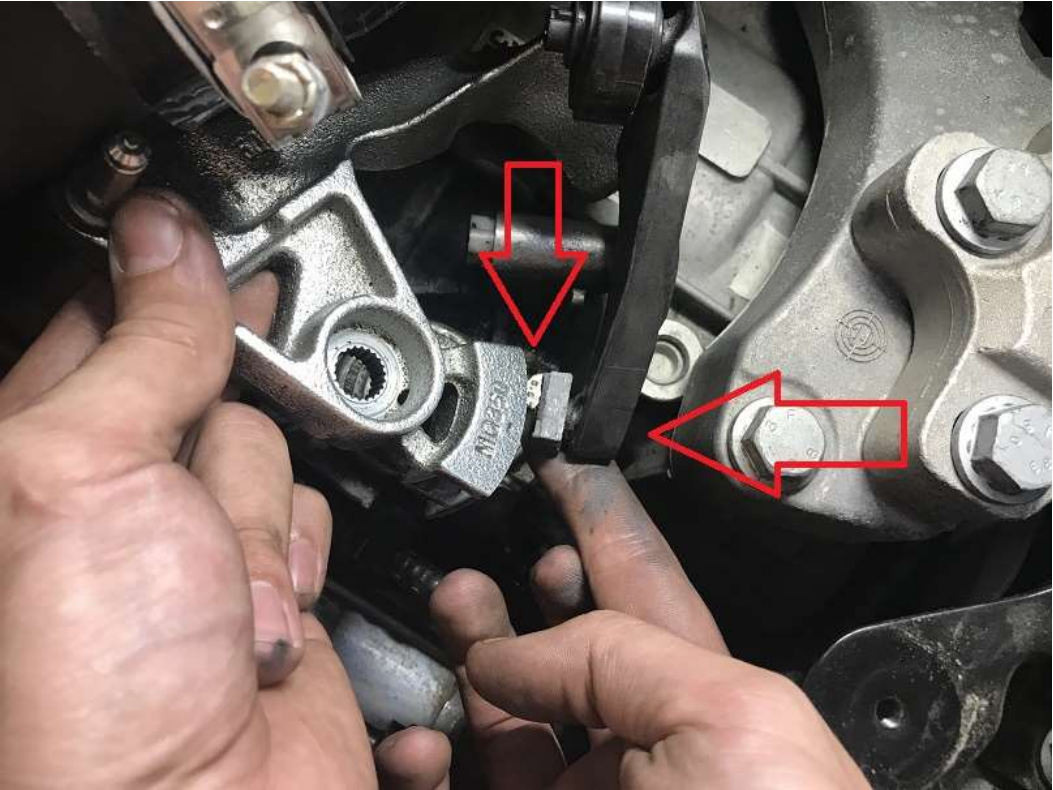
11. Now gently pull the shift linkage off of the pin attached to the OEM shifter.



12. Once the shifter linkage is removed slowly remove the oem shifter by gently wiggling the shifter towards you.



a. You will need to lift the reverse lever up as you wiggle the shifter out



DFG Short Shifter Installation:

- 1. Locate the (2) shifter cable pins that come with your DFG Tuning short shifter



- 2. Determine which size shifter cable pin is required by inserting into shift linkage, the correct one will fit snugly



3. Once the proper pin is selected, choose desired shift reduction on the DFG short and install pin onto shifter, tighten with 13mm socket



4. Lift reverse lever and slide the plastic friction piece onto the DFG shifter



5. Locate the alignment notch on the DFG Short shifter and slide it onto the transmission shaft so it aligns with the notch as shown



6. Now reinstall the factory nut and torque down to factory specs (17ft-lb)



7. Now slide the shifter cable and re install it on the shifter pin.



8. Now slide retainer on until snapping into place.



9. Congratulations on the install of your DFG Short Shifter!

How to adjust your shift Linkage: (Not required but we do recommend it)

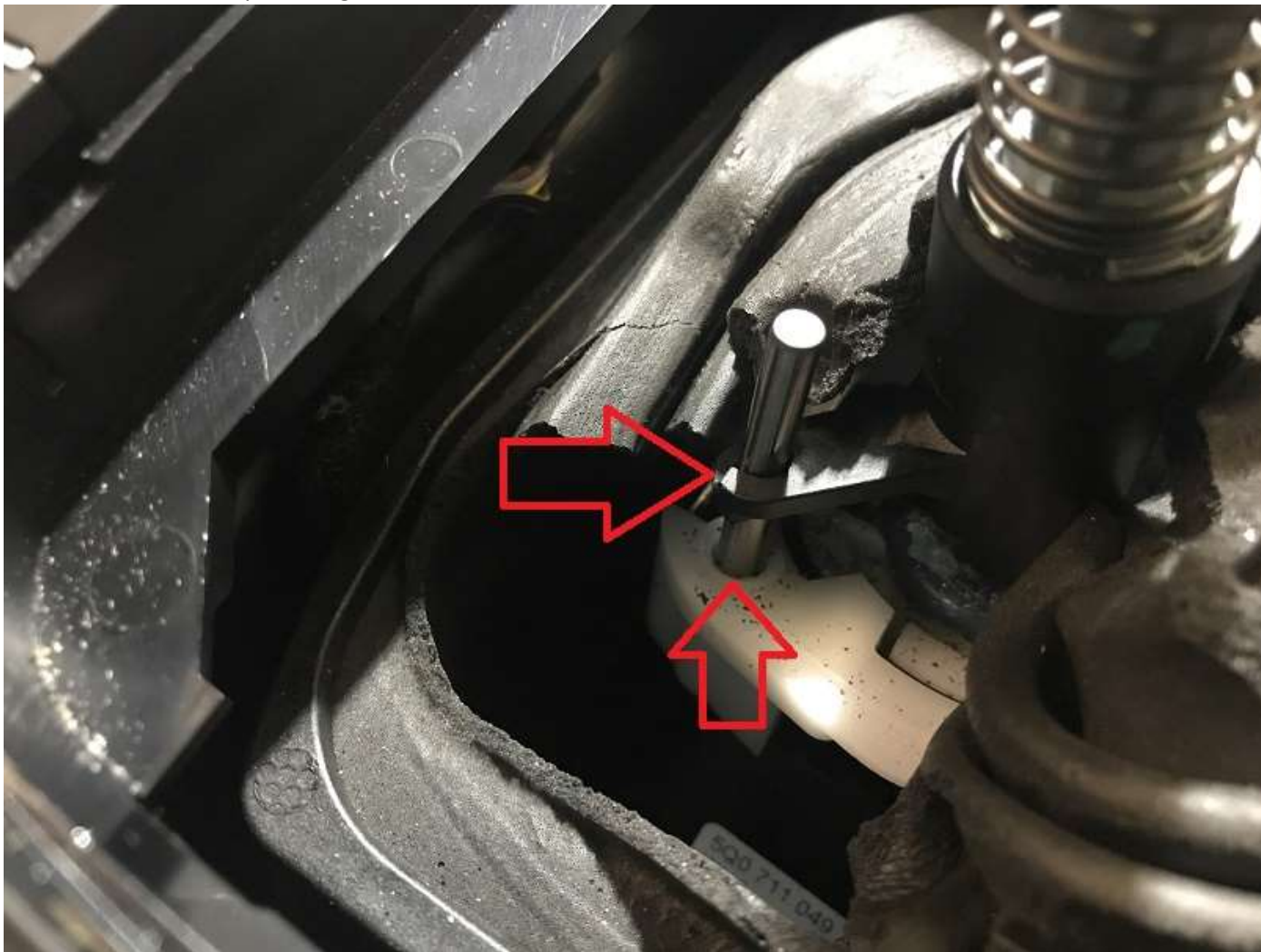
- 1. Move to interior of car: pry bezel around base of shifter up starting up front (dash side) lift up and pull forward, once removed lift shift boot up around knob.



2. You can either remove the entire piece of sound deadening or in our case move it aside to reach the shifter alignment hole.



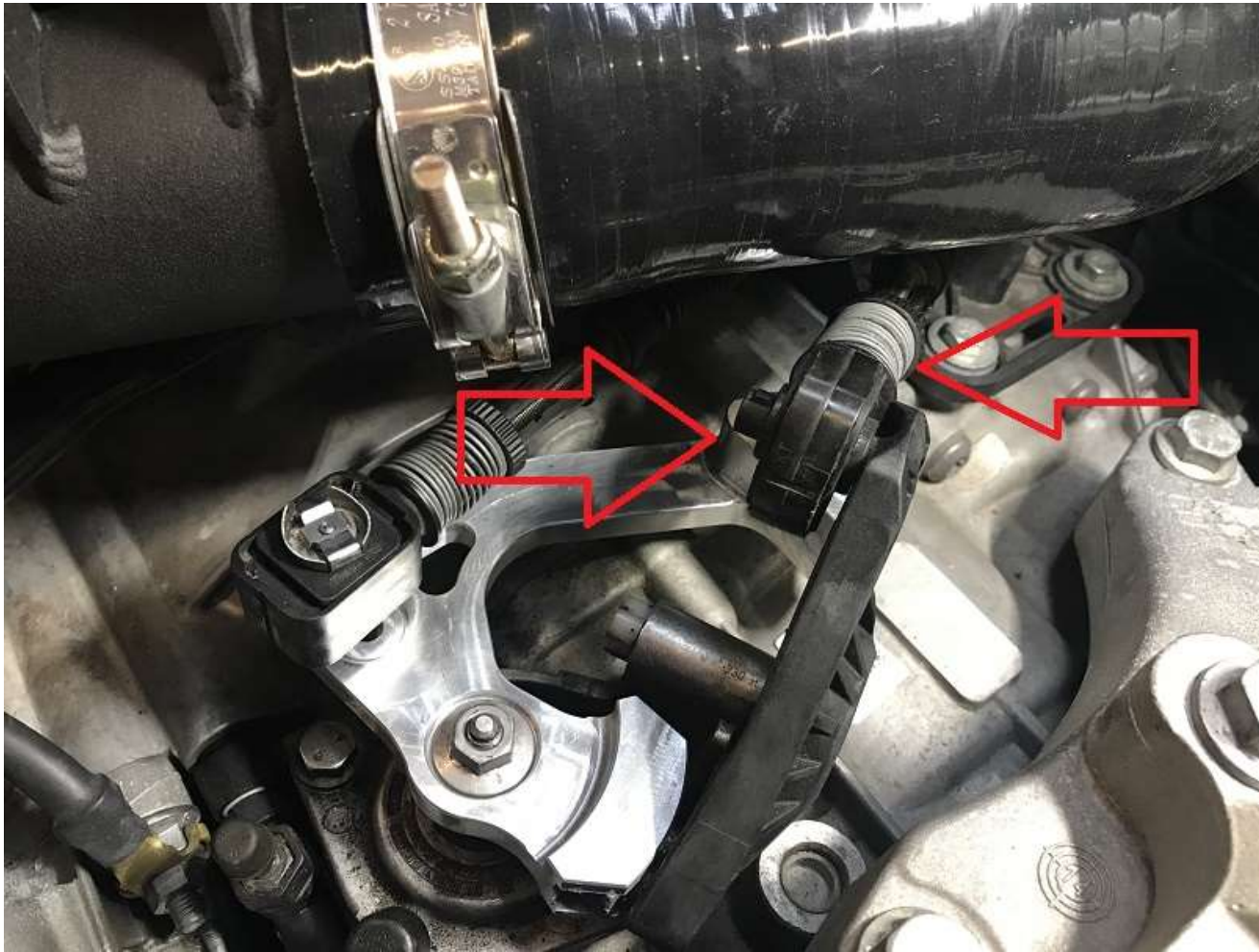
3. Now use the included pin to align the shifter and base.



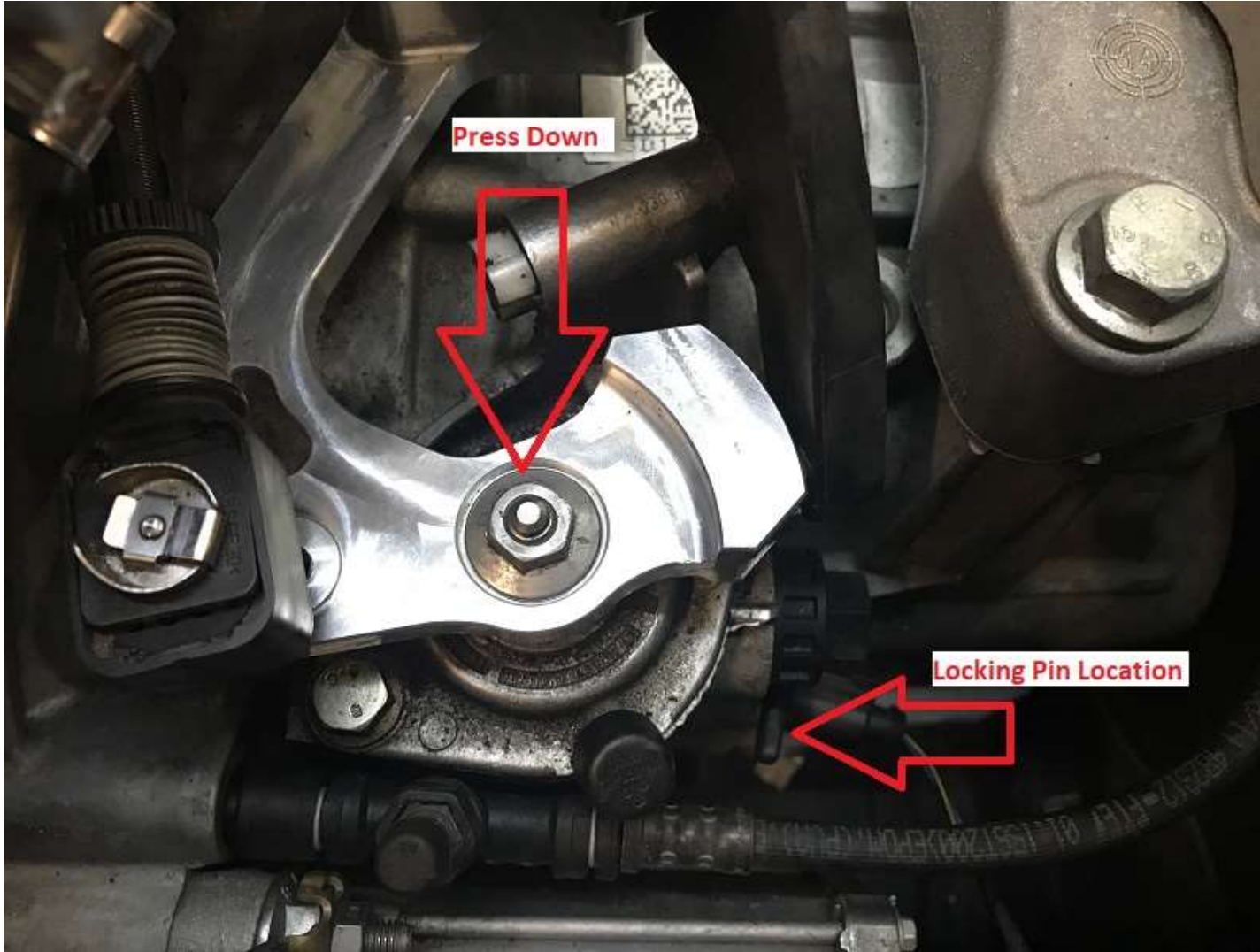
4. Move back into the engine back and locate the shift linkage. Slide knurled knob on end of shifter linkage all the way back until spring is compressed and then turn counter clockwise, this will lock the knob into place with the spring compressed, **repeat on reverse linkage**

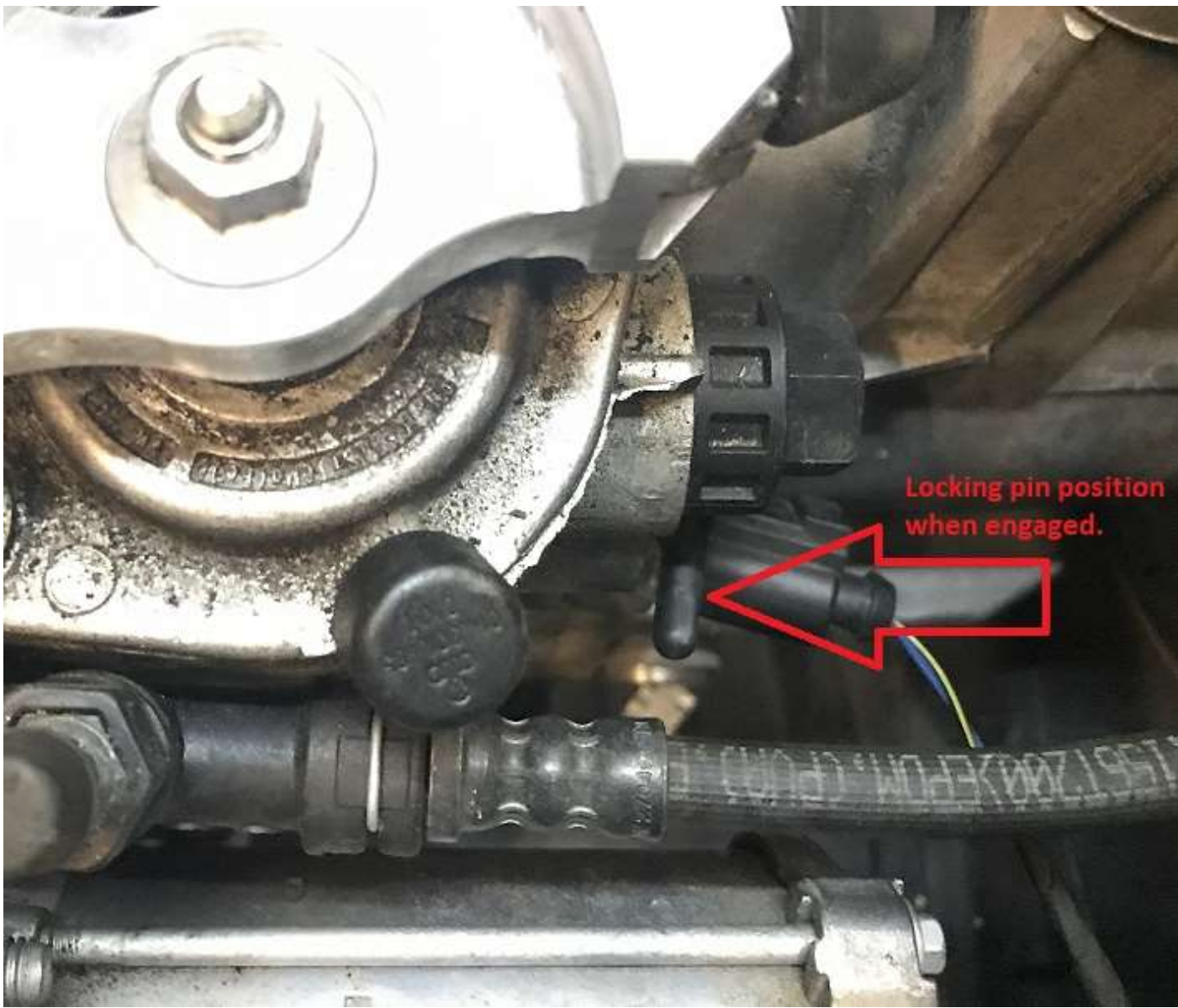


Reverse Linkage:



5. Depress shift shaft nut and slide locking pin into place. Shifter assembly may need to be moved up/down, forward/backward, in/out until it slides in, firmly locking the shifter, the pin will almost be touching the transmission housing when in place





Locking pin position
when engaged.

6. Now head back to the shifter linkage. Turn knurled knob clockwise and it should release allowing the spring to fully extend. When locked, inner plastic pieces that grab threads will no longer be visible and the knob on the cable end should not rotate. Repeat this process on the reverse linkage.



7. Pull locking pin away from shifter selector, pin should slide out and drop when properly released



8. Move to the interior of the car. Remove alignment pin and reassemble interior

Now go out and enjoy!
