

NEUSPEED®

SHORT-SHIFT KIT

RABBIT (GOLF I), JETTA I THRU 1984, SCIROCCO I&2, CABRIOLET 1985-94
PART #3-66.10.05

5-SPEED INSTALLATION INSTRUCTIONS

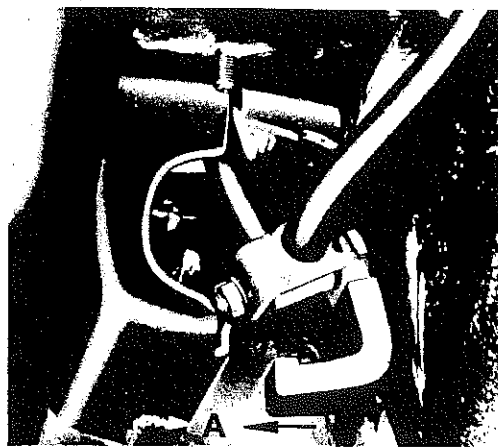
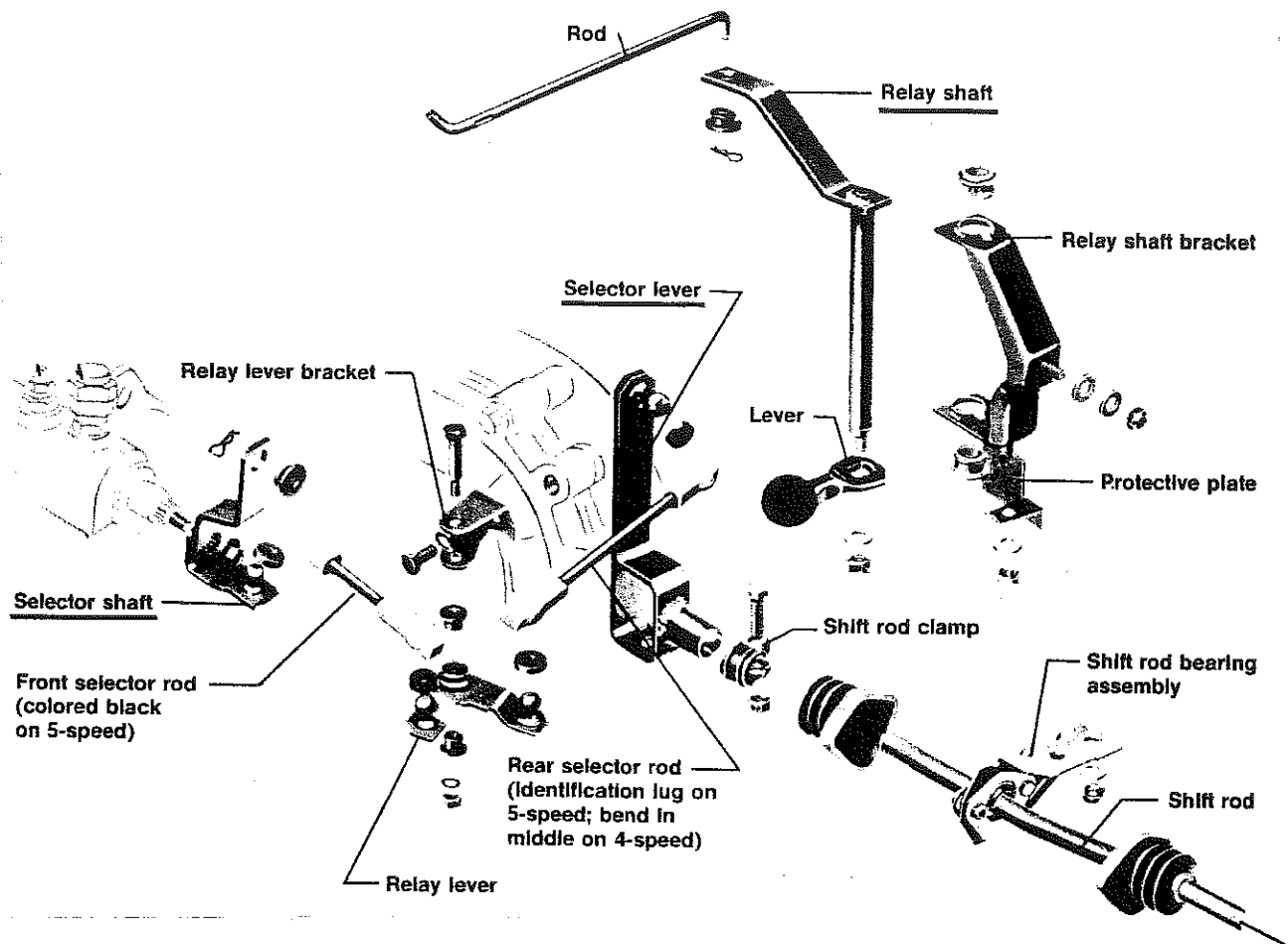
NEVER WORK UNDER A VEHICLE SUPPORTED ONLY WITH A JACK! Raise front of vehicle and support with jack stands or ramps so that you can work on the shift lever from under the car.

1. Use the illustration as your guide for disassembling and assembling the shift linkage. When disconnecting the front and rear Selector Rods, use a screwdriver to unhook the clips on the plastic rod ends **BEFORE** detaching the rod ends from the ball pins on the levers.
2. Remove the Selector Shaft, Selector Lever and Relay Shaft, and replace with the *NEUSPEED* Short Shift parts. The Selector Shaft has two holes... The top hole is for a 30% reduction and the lower hole is for a 50% reduction.
3. If the lever with the hard rubber ball on the end is worn, cracked or broken, replace at this time. See Catalog for Shift Repair Kit
4. Before assembling shift linkage, lubricate all joints and pivot points with molybdenum grease.
5. The rod which connects the relay shaft with the selector shaft **MUST** be installed with its 90° end in the relay shaft. The other end, which is 95° or marked with a notch installs into the selector shaft.
6. After the *NEUSPEED* Short -Shift arms are installed, no further adjustments to the linkage is necessary, except the shift rod adjustment. Do this from underneath the car by detaching the weatherseal boot from the bottom of the gear shift lever housing and push forward on the shift rod. On later vehicles, just remove the round plastic cap from the bottom of the weatherseal boot.
7. Make sure transmission is in **NEUTRAL**. In this position, dimension 'A' should be ½-inch. If incorrect, loosen the shift rod clamp and then slightly rotate the shift rod on the selector lever until dimension 'A' is correct. Torque shift rod clamp to 20Nm (15ft. lbs.) Re-install weatherseal boot or plastic cap.
8. Double-check complete installation to be sure nothing interferes with shift linkage, and then check that **ALL** gears engage smoothly and fully **BEFORE STARTING ENGINE OR TEST DRIVING! TEST DRIVE CAREFULLY!**

NOTE: If your transmission does not shift smooth, or is hard to get in gear, either an adjustment is required or there are other parts in the shift mechanism that may need to be replaced. See Catalog for Shift Repair Kits.

SEE REVERSE SIDE FOR DETAIL DRAWING...

©Copyright 1984, *NEUSPEED*®. All rights reserved. Reproduction in whole or in part prohibited.
DOC.266.5/00



A