



## **Installation Manual** **TWM Performance**

**MkV / MkVI VW 6-spd Golf; MkV / MkVI GTI;  
MkV / MkVI 6-spd Jetta; MkIV / MkV Jetta GLI;  
MkIV 20<sup>th</sup>/337/VR6 VW GTI; VW EOS;  
2006.5+ Audi A3/S3; Audi TT;  
6-spd SEAT León Cupra;  
6-spd Škoda Octavia**

### **Short Shifter Adapter**

Begin the installation by parking on a flat surface, as you will have to engage and disengage the hand brake and shift from gears to neutral. If you cannot do so and are obliged to install the short shifter on a slightly inclined surface, place wooden blocks in front or behind the wheels to prevent the car from moving while you're working.

Please read this installation manual completely before installing the short shifter. Make sure to let the car cool down before you do the install as you will be working around the engine and transmission.

This manual is available for download in color at [www.twmperformance.com](http://www.twmperformance.com).

**Estimated Installation Time:** 60 minutes

#### **Tools required:**

- Ratchet
- Ratchet extension
- 10 mm wrench
- 13 mm socket
- 4 mm Allen wrench
- T-25 Torx wrench
- One flat head screwdriver
- Needle nose pliers
- Visegrip pliers



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**1. For FSI engines :**

Working under the hood, locate the air box duct at the front. Using a T-25 Torx wrench, unscrew the two (2) bolts on either side of the air box.

**\*Note:** Steps **1-6** apply to the FSI engine bay only. For TSI engines, skip to steps **7-11**.



**2. Loosen the collar holding the air filter using Visegrip pliers. Work it off the air box hose.**



**3. Pull out the air box duct.**





4. Locate and unclip the two (2) large clips at the rear of the engine cover.

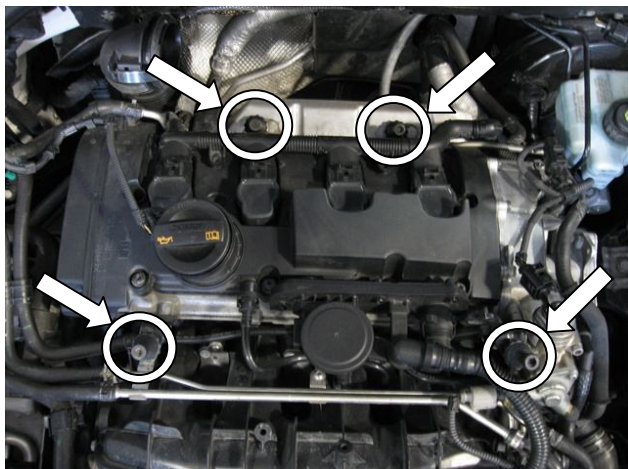


5. Unplug the MAF by pressing the small tab at the side.



6. Pull the engine cover off. It is held in place by four (4) rubber grommets, shown further. Beware not to crack the cover, so pull the front up as shown, and then pull up the rear.

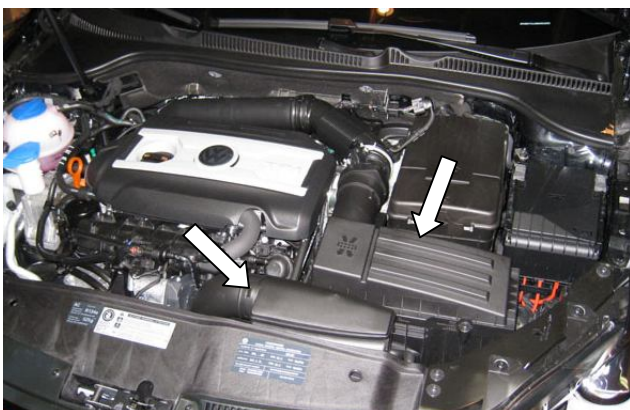




**6. Continued...**

Shown here are the engine cover rubber mounting grommets.

You may now proceed to step 12.



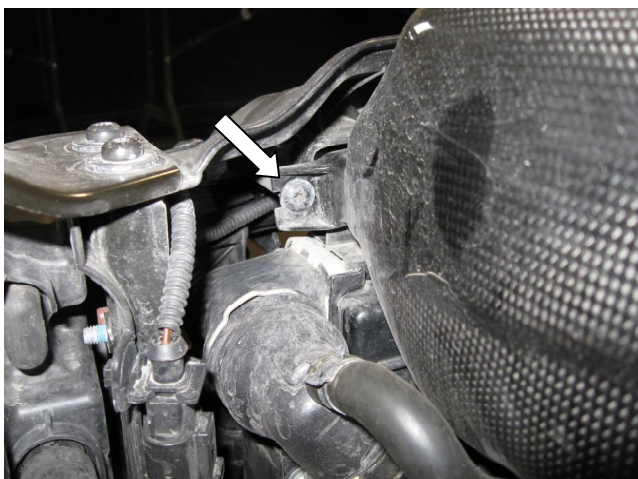
**7. For TSI engines :**

Working under the hood, locate the air box components.



**8. Using a Phillips screwdriver, remove the eight (8) screws holding the air box cover down. Number of screws may vary depending on. Remove the air box cover.**





**9.** Using a T25 Torx wrench, remove the screws holding the air duct. These are located on either side of the air duct, at the front of the engine bay.

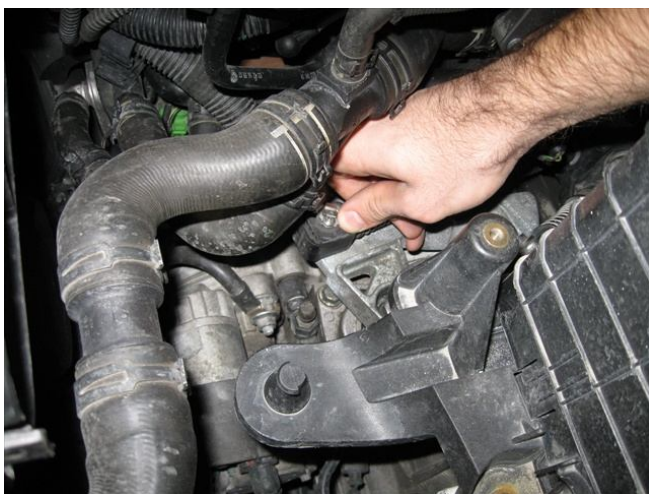


**10.** Using a 5 mm Allen key, remove the screw holding the air box down, located in front of the air box.



**11.** Remove the air box by pulling up. You now have access to the transmission arm.

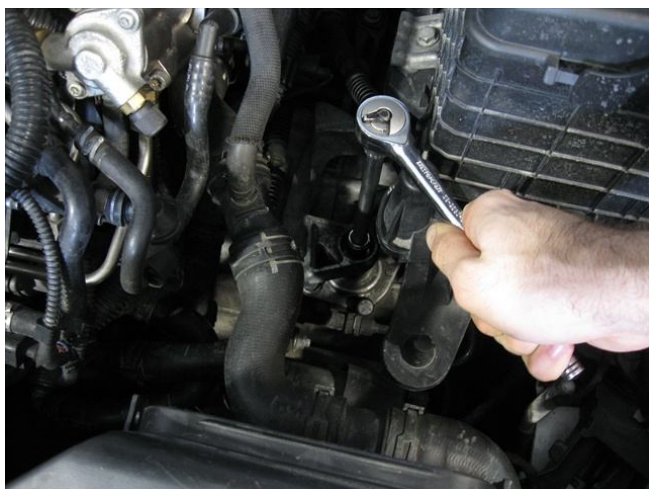




**12.** Locate the transmission arm between the engine and battery box. Unclip the small metal clip on the arm's main cable. Keep this clip as it will be needed for reinstall later.

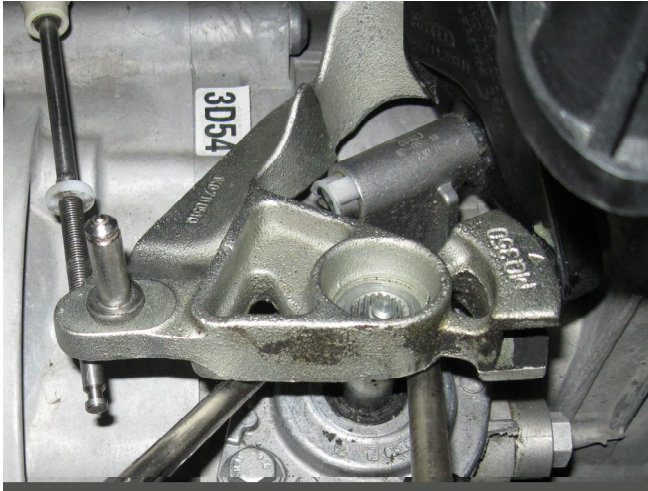


**13.** Disconnect the cable clamp from the transmission arm.

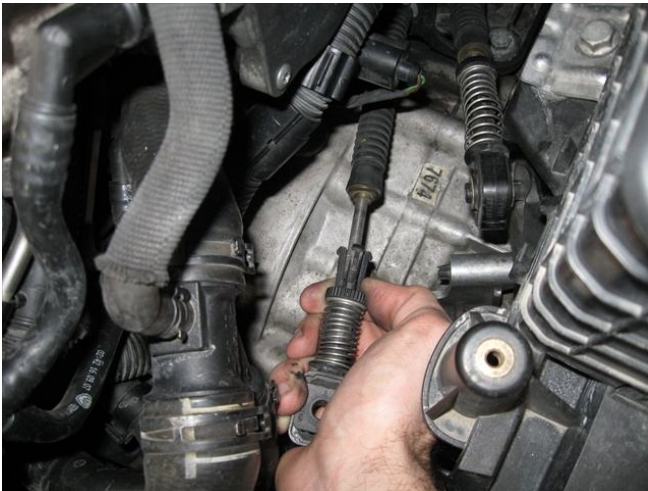


**14.** Using a ratchet, ratchet extension and 13 mm socket, unscrew the nut on the top of the transmission arm. Keep this nut for reinstall later.

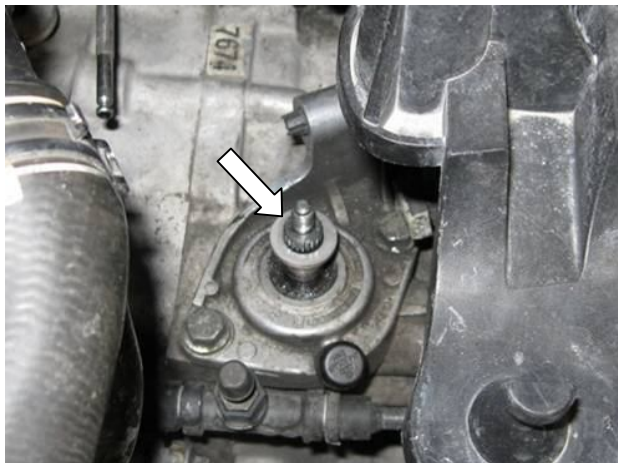




**15.** Take the transmission arm off the splined transmission pin. If it is stuck to the pin, use two large screwdrivers to slowly pry it off the pin.



**16.** Note where the cable clamp is attached onto the cable. You can use a sharpie marker to mark the cable. Unclip the cable clamp and remove it completely. To do so, pull back on the spring to release the cable.



**17.** Slide the provided stainless steel washer over the splined transmission pin. Locate the area on the pin where the splines double, this will be your marker for installing the adapter properly. This area is indicated, left.





**18.** Slide the TWM Performance adapter onto the splined shaft, making sure the splines are correctly aligned. It should slide on easily. Make sure the nylon block on the side-arm is within the adapter's aluminum jaw, shown left.



**19.** Tighten the shifter adapter down with the provided M8 washer and the stock M8 nut, using a ratchet, ratchet extension and 13 mm socket.



**20.** Slide the TWM ball joint cable clamp onto the cable and then onto the adapter's pin. Tighten the three (3) socket head screws temporarily, using a 4 mm Allen wrench. Get in the car and check if neutral is in the right position and if reverse is smooth. If not, re-adjust the cable's position within the clamp until everything is smooth. Tighten the screws.





**21.** Slide the stock metal clip over the pin to secure the cable clamp.



**22.** Shift into neutral. Using a flat head screwdriver, pry the side-arm cable clamp off its pin. It is held in place by a small tab, which should yield easily. Take the cable clamp off, repeating the previous procedure as step 16. Install the provided clamp the same way as on step 20.



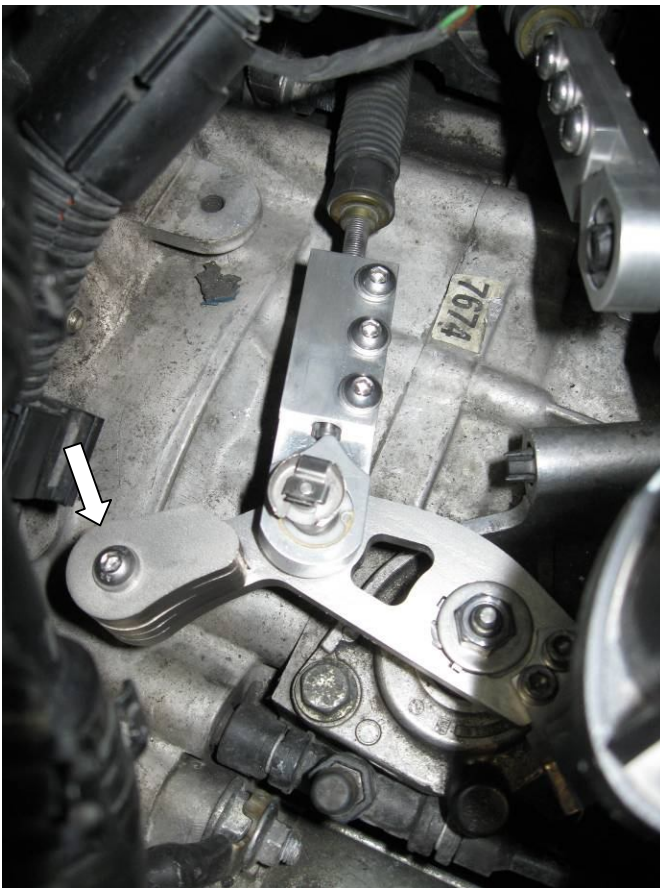


23. To remove the stock side arm, you first need to remove the small white plastic retainer on the bottom tab as pictured.





**23.** Slide the provided nylon spacer sleeve onto the side-arm pin and pop the TWM nylon bushing cable clamp onto the cable and then onto the pin. The current position should be neutral, tighten the socket head screws temporarily using a 4 mm Allen wrench. Get in the car and check if all gears are correctly located. If not, re-adjust the cable's position within the clamp until everything is correct. Tighten the screws.





**24.** Fine-tuning your experience:

Get in the car and shift through all the gears. If the mechanical feel is too present to your liking, add counterweight plates to the adapter. If it isn't mechanical enough to your liking, remove counterweight plates. Add or remove one plate at a time, until your ideal setup is found.

The more weight you put on the adapter, the more it will feel like stock. The less weight placed on it, the sportier it will feel.



	<p><b>19. Continued...</b></p> <p>To add or remove counterweight plates, unscrew the retaining bolt, using a 10 mm wrench and a 4 mm Allen wrench. Make sure not to drop any parts in the engine bay.</p> <p>Re-install the retaining bolt. If it is too long or too short due to added or removed plates, use one of the other provided M6 socket head screws.</p> <p>To align the plates, place one of the provided M6 screws through the plates' second hole. Once the main bolt is tightened, you may remove this bolt.</p>
	<p><b>25.</b> Re-install everything by reversing steps 1 to 6.</p> <p>Thank you for choosing</p> 



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### Warranty

Installation of some TWM Performance products may or may not void factory warranties. Always keep OEM equipment that has been replaced in case work is required at the dealer or the vehicle is sold.

This warranty covers the **original purchasing consumer**. This warranty is limited to repair or replacement by TWM Performance of any TWM Performance product that fails because of a defect in materials or workmanship.

Warranty does not cover the following:

- Products that have been modified incorrectly or incorrectly installed or misused.
- Damage incurred to related vehicle components
- Shipping costs for replacements
- Mounting hardware and bearings
- Regular day to day wear on vehicle
- Installation costs and vehicle down time



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