



Part Number  
**ES2207815**  
for VW MKV/MKVI  
Golf, GTI,  
Jetta, GLI, JSW

# Short Shifter

best viewed in Acrobat® Reader®

This tutorial is provided as a courtesy by ECS Tuning.

Proper service and repair procedures are vital to the safe, reliable operation of all engine vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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### Components

- adjustable shift lever
- shifter pin
- retaining nut
- lock washer
- counterweights (5)
- counterweight bolts (10)

### Tools

- ratchet
- long extension
- 13mm socket
- 13mm wrench
- 3mm allen wrench
- 5mm allen bit
- T20 torx
- large pliers
- flat-head screwdriver
- flashlight

## Installation overview

- (1) Remove airbox to access shift lever
- (2) Remove OE shifter
- (3) Install ECS adjustable short shifter and reassemble car

### Step 1

The airbox removal process is different between the FSI and TSI engines. Not sure what engine your car has? Check out our comprehensive FSI vs. TSI guide on [ecstuning.com](http://ecstuning.com).

First, the MKV procedure. Remove the corrugated inlet duct and the engine cover to gain workable access to the shift selector mechanism.

Remove the fasteners holding the front of the inlet duct with a T20 Torx screwdriver.



## Step 1 continued

Release the harness connector for the MAF.

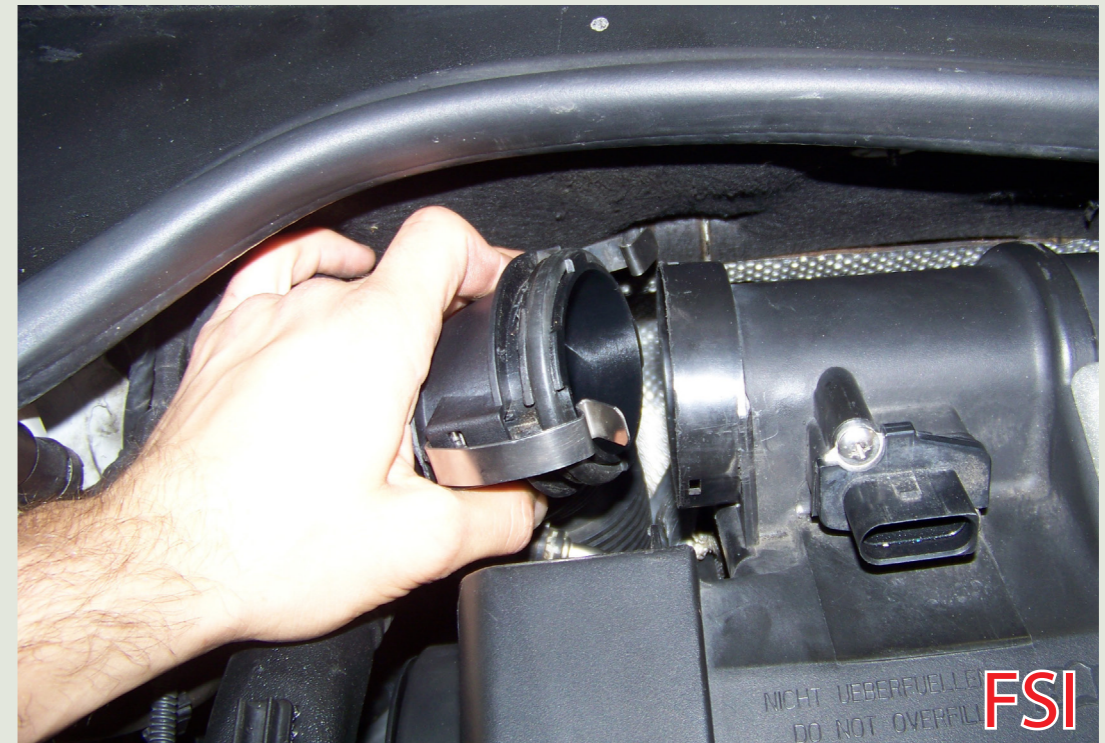


Release the clips that hold the engine cover to the turbo inlet pipe. You may need a screwdriver for this. Be careful that they do not pop off and fall into the engine bay.



## Step 1 continued

Pry the turbo inlet duct away from the engine cover. Be careful not to damage the sealing o-ring in the process.

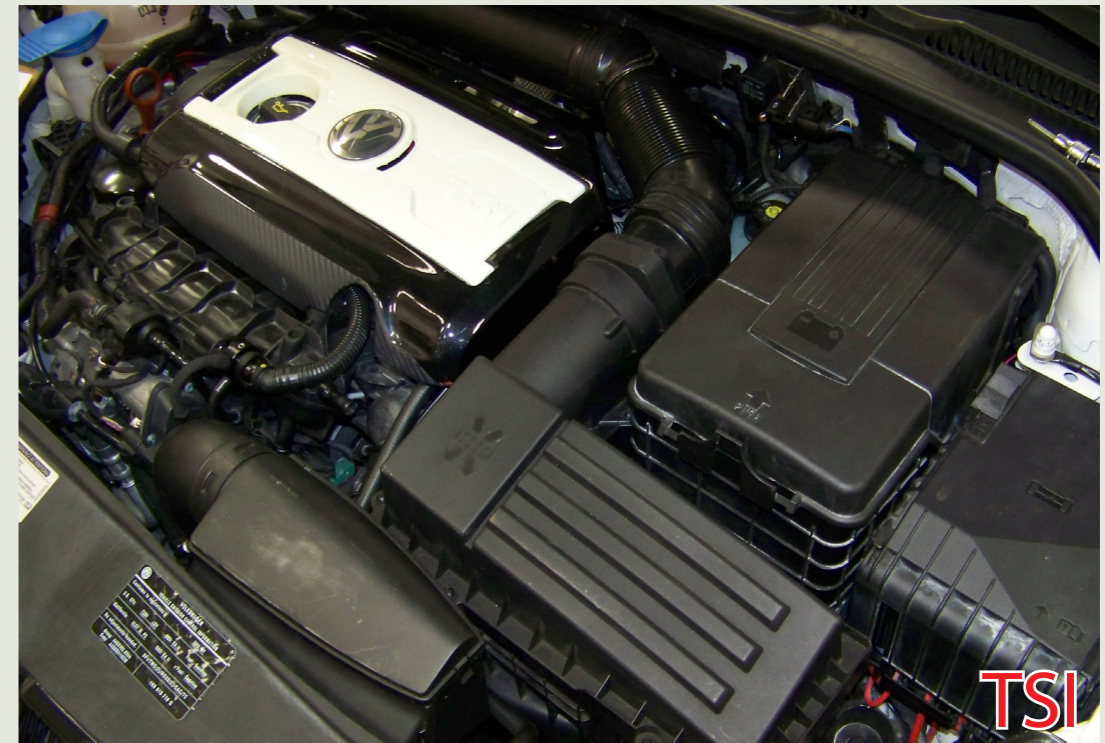


Pull upward on opposing corners of the engine cover to remove it. It will require a fair amount of force to disengage from its mounts. Lift the engine cover and inlet duct out of the engine bay.

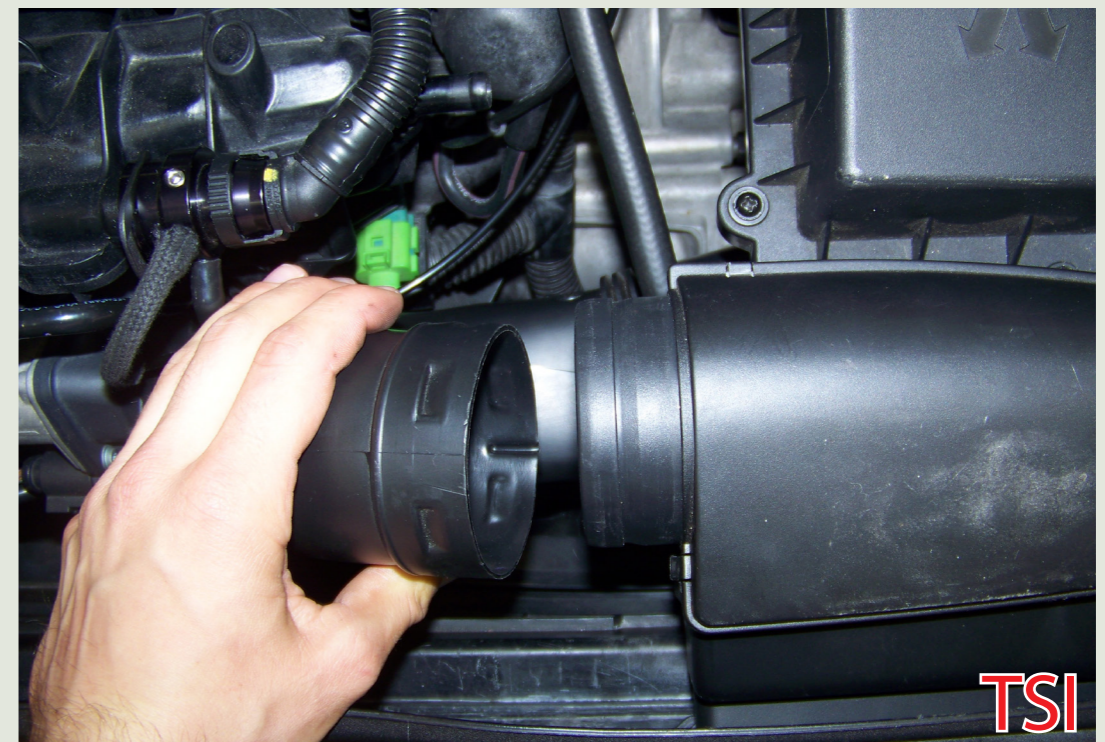


## Step 1 continued

Now the MKVI procedure. The entire airbox needs to be removed to gain access to the shifter mechanism.

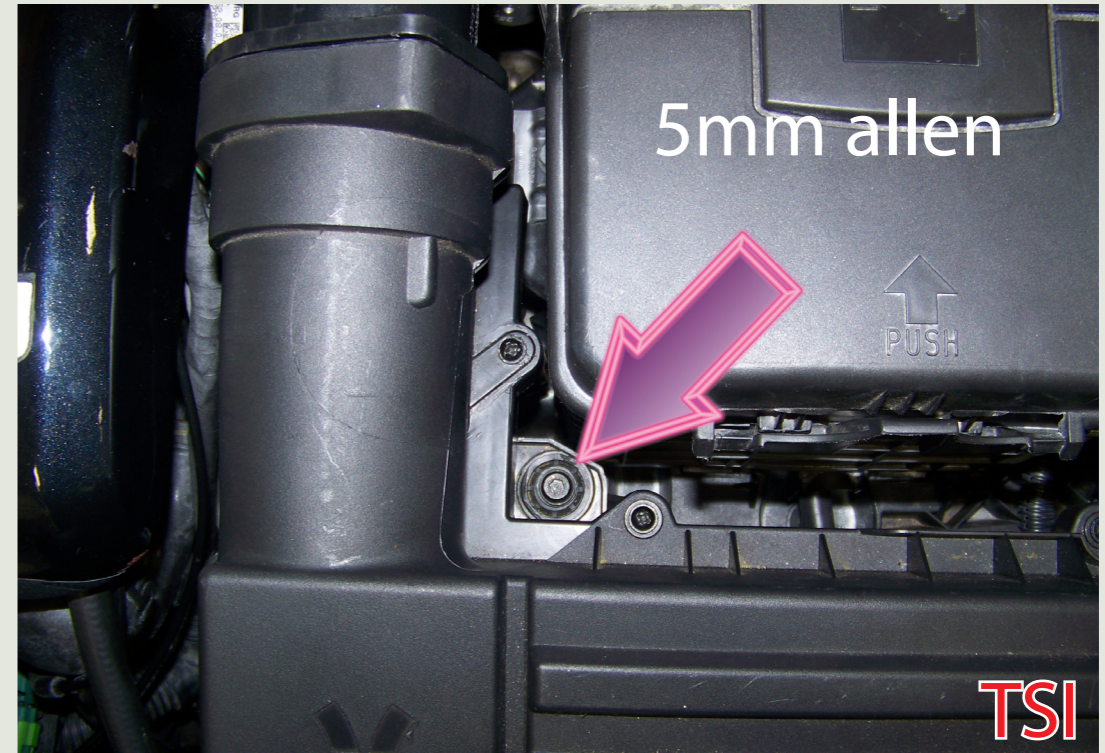


First pop off the U-shaped tube from the inlet duct that is attached to the core support.



### Step 1 continued

Remove the 5mm allen head bolt that secures the airbox.



Pinch the circlip on the inlet tube behind the MAF with a large set of pliers.



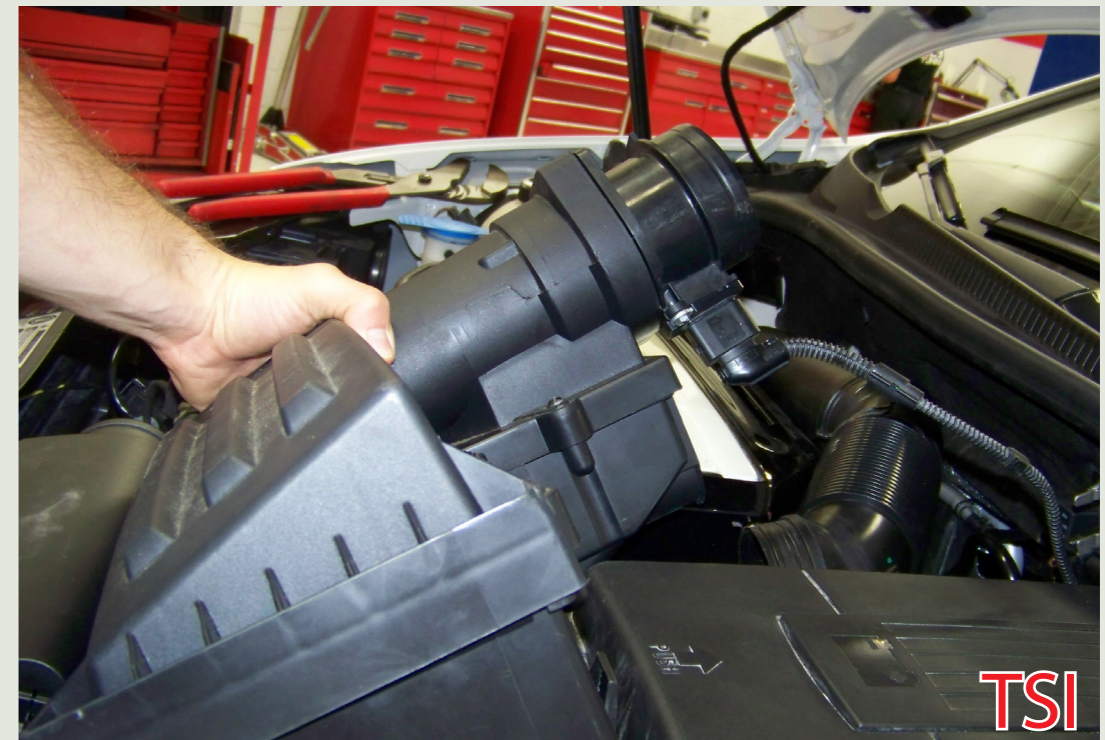
## Step 1 continued

Unplug the MAF.



Pull up firmly on the entire airbox assembly to disengage it from its mount. Then lift it out of the car. For a little bit of extra working room, you can remove the engine cover. Pull on it firmly to disengage it from its mounts.

**Note:** If you have a CBFA (California-emissions) car, there is an additional hose (for the secondary air pump) that plugs into the front of the airbox. Disconnect it before removing the airbox.



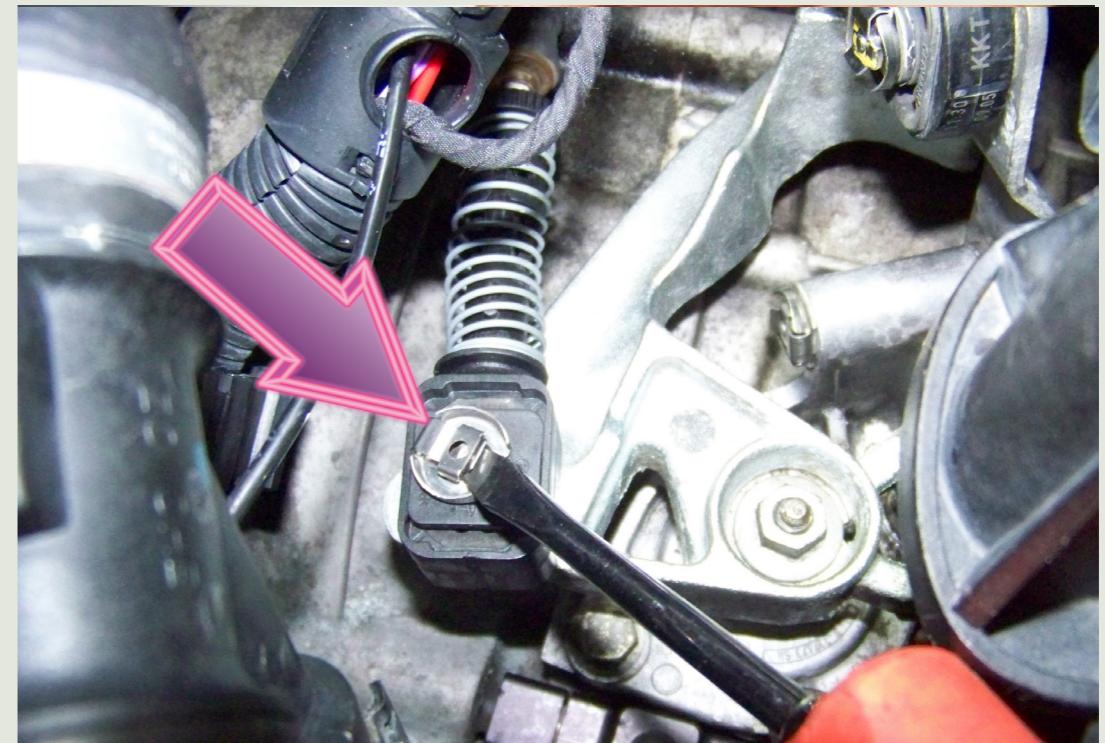


## Step 2

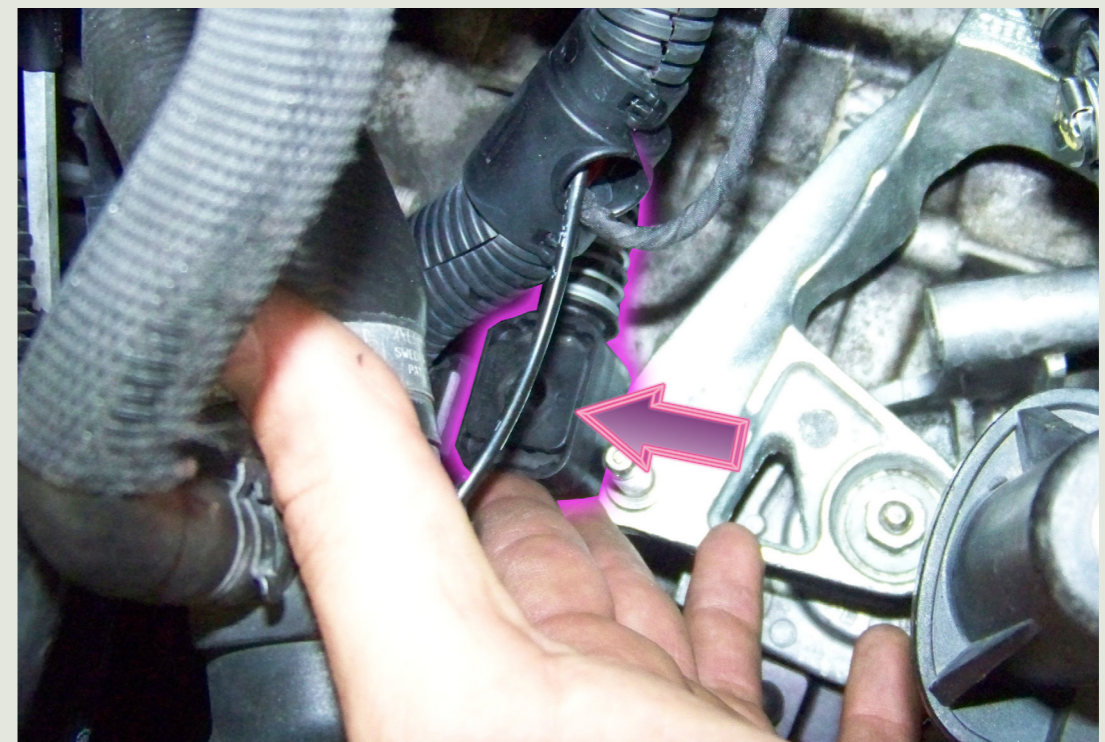
The remaining steps are identical between the MKV and MKVI chassis.

To remove the stock shifter lever, first pry off the retaining clips on the shifter cables. Be careful to not send them flying into the engine bay.

Removing the first clip:



Pull the shifter cable end off of the shifter mechanism. Set it aside.

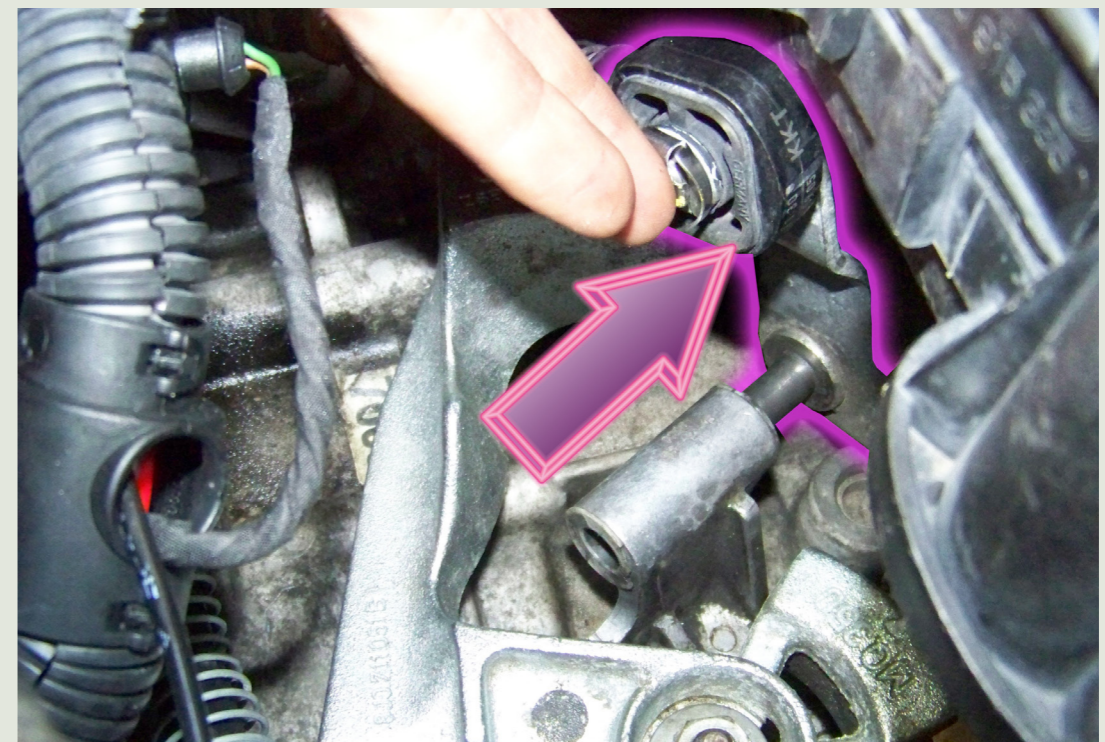


### Step 2 continued

Removing the second clip:



Push the shifter cable bracket backward and out of the way.



## Step 2 continued

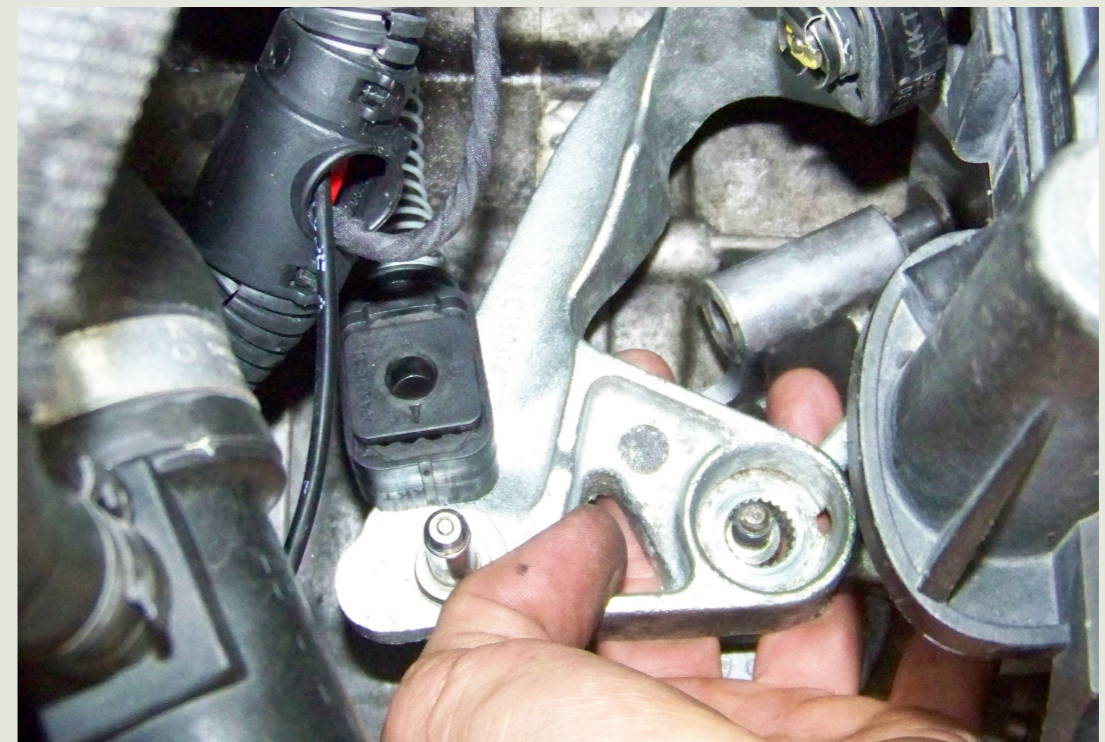
Remove the retaining nut with a 13mm socket on a long extension.



Rotate the shifter mechanism so that you can pull upward on it to disengage it from the splined mount. After a couple quick pulls (like a slide hammer), it should come free.

If it is especially stuck, use a penetrant and let it sit for a while to break up any corrosion that may have formed.

Remove the shifter mechanism from the car.



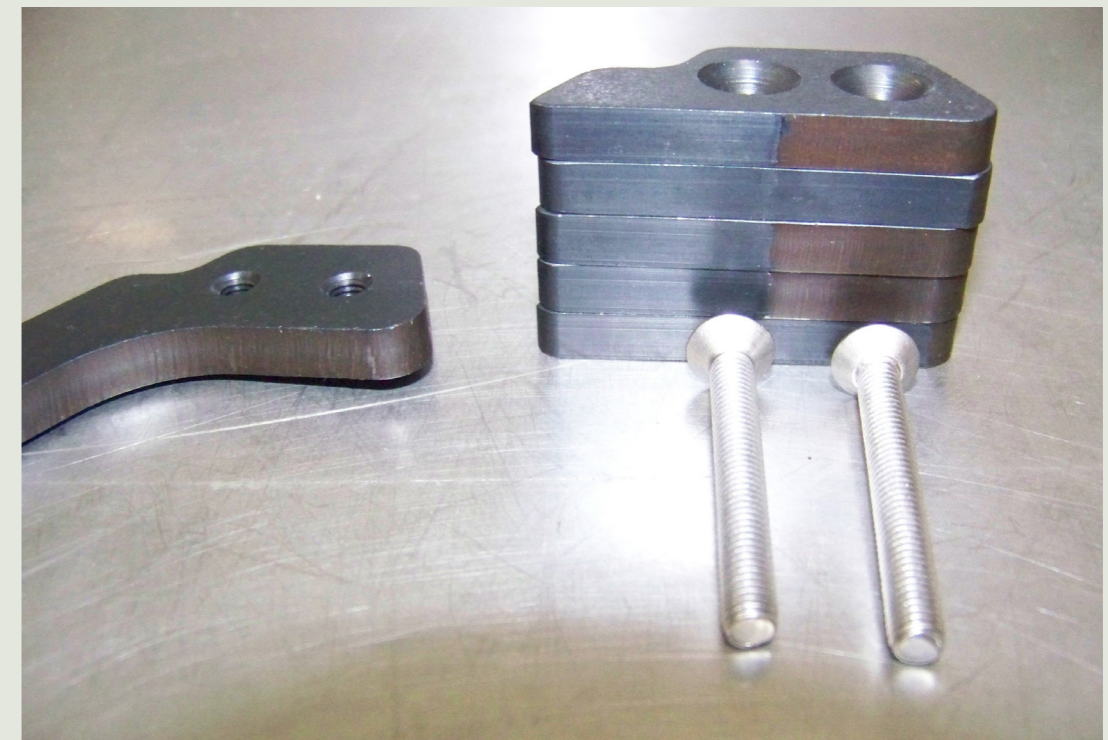
## Step 3

The ECS Tuning short shifter is adjustable to suit your tastes and driving style.

The four holes for the shifter pin go from left (longest throw) to right (shortest throw). The pin is pictured in the shortest throw position.



The short shifter kit is packaged with five weights and five pairs of bolts. Select anywhere from no weights to all five weights, depending on the level of shifter "weight" you want to feel.



## Step 3 continued

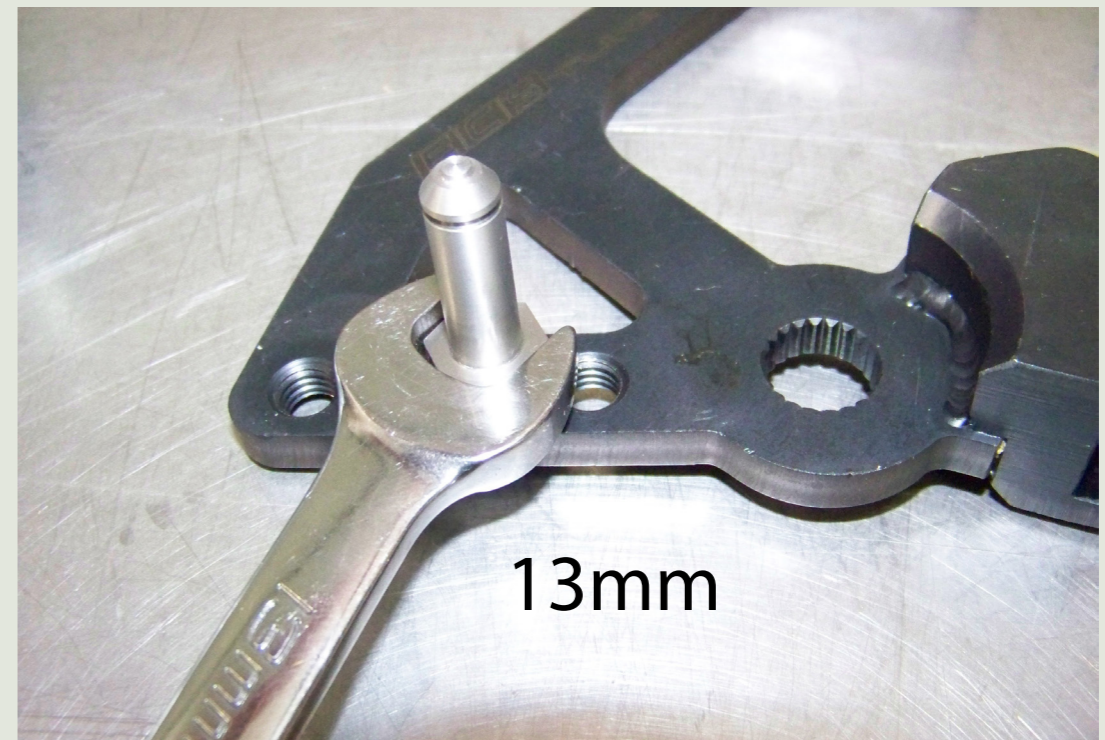
Once you decide what shift throw and weight you want, assemble the short shifter mechanism.

The kit is packaged with two shifter pins with different diameters. Select the pin that has the same diameter as the one on the stock shifter mechanism.

Place the lock washer between the short shifter and the pin.



Tighten the shift pin with a 13mm wrench.



## Step 3 continued

Select the correct length bolts to fasten the weights to the short shifter. Use a 3mm allen wrench to tighten them.

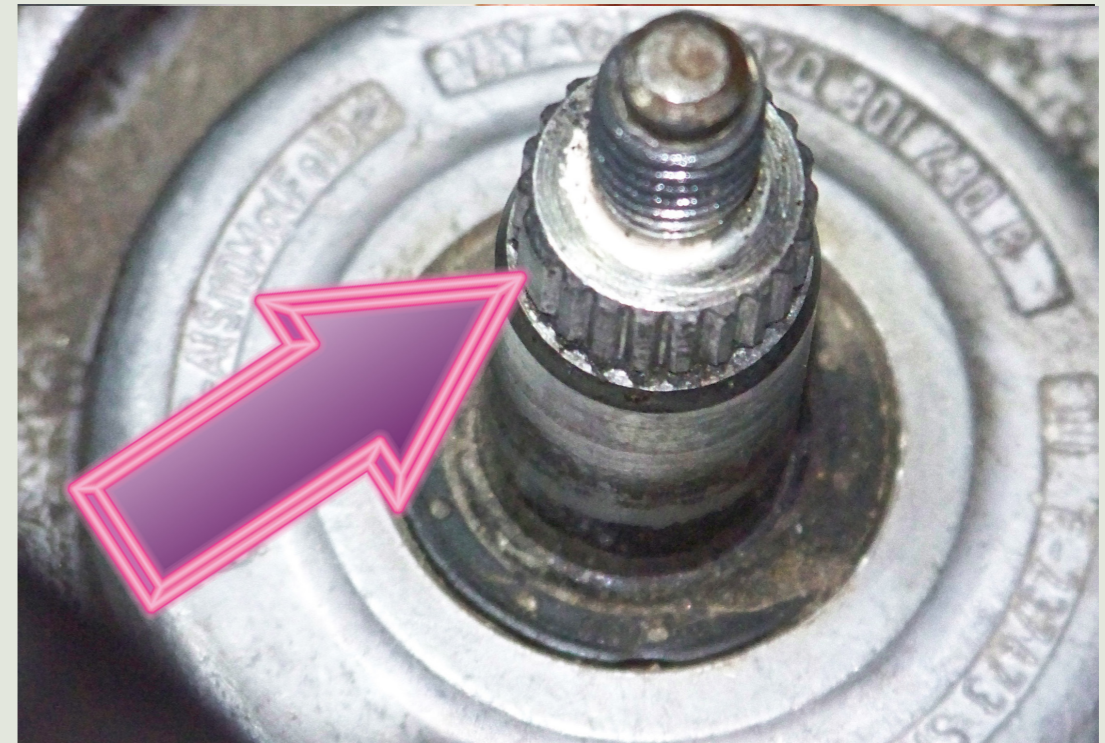


Before you attempt to install it, take note of the wide space in the splines, pointed out in the picture. This wide space will be aligned with a wide spline on the transmission shifter shaft.



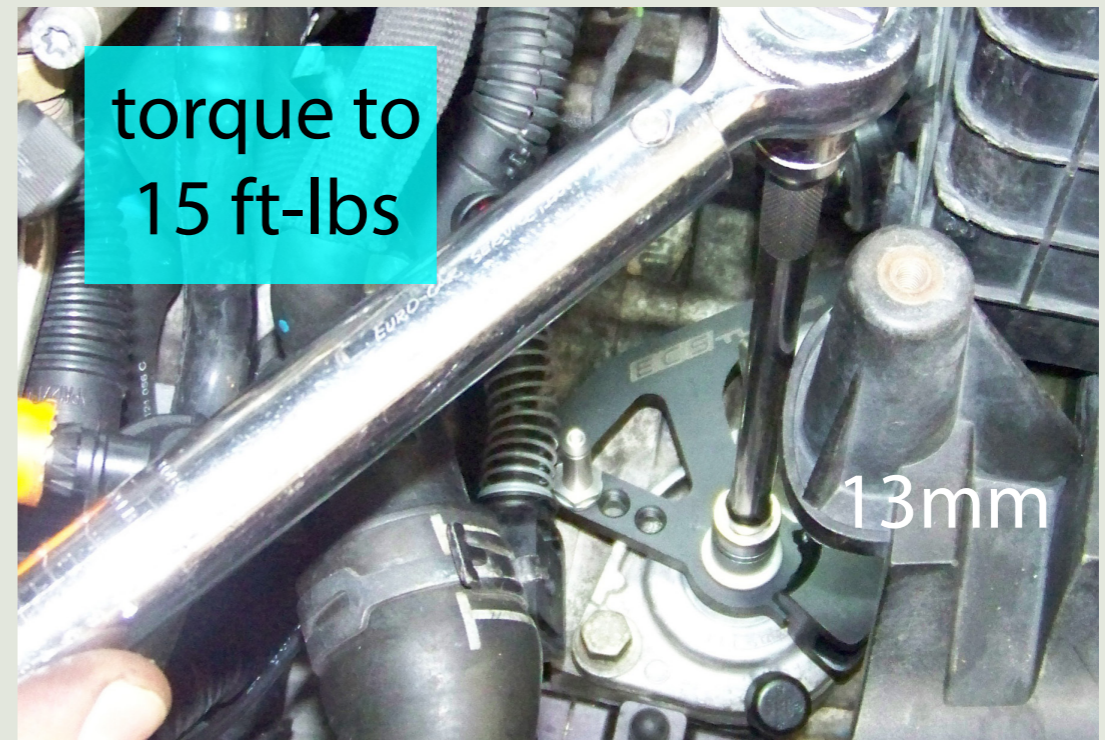
## Step 3 continued

The wide spline on the transmission shifter shaft is pointed out in the photo. Make sure the short shifter is aligned before attempting to press it in place.



Press the short shifter onto the shaft and install the new retaining nut with a 13mm socket and long extension.

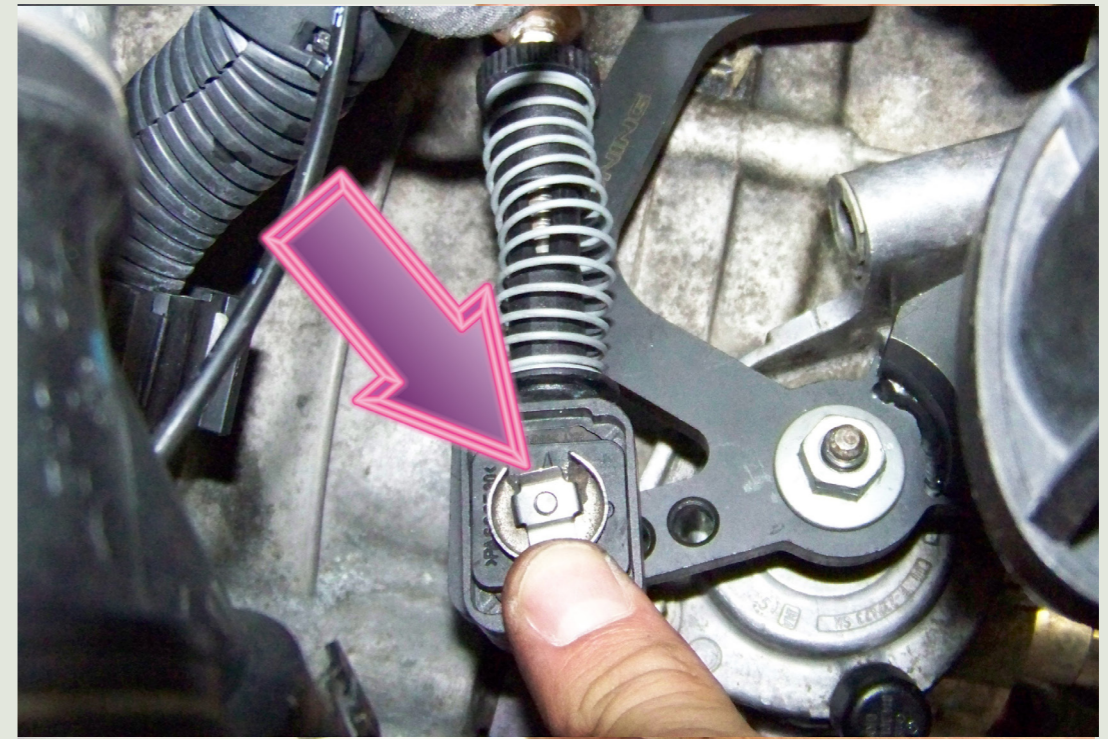
Torque the retaining nut to 15 ft-lbs.



## Step 3 continued

Reinstall the shifter cables and their respective retaining clips.

First shifter cable and clip:



Second shifter cable and clip:

Make certain the retaining nut is torqued, the shifter cables are attached with the retaining clips, and the bolts for the shifter weights are tight.

Reinstall the airbox and engine cover using the reverse of step one. Make sure the MAF is plugged in.





This completes the installation of the ECS Tuning MKV/MKVI Short Shifter Kit.

We hope this installation guide has been helpful and informative.

Thanks for reading!

