



## **FMVAG5QS**

### **For VAG 5 Speed Gearboxes**

#### **Tools Required**

- 13mm socket.
- 16mm deep well socket and/or 16mm wrench/spanner.
- Socket extensions.
- Ratchet.
- Screw driver.
- Ball joint splitter (or similar tool)

## Forge Motorsport 5 speed quick shift fitting guide

Please thoroughly read through and familiarize yourself with these instructions prior to beginning any part of the installation process. Also ensure that the vehicles engine has cooled down to avoid the risk of skin burns or other injury.

Wearing work gloves and protective eye wear is recommended.

1. Park the vehicle on level ground, and engage the parking/emergency brake. Put the car in neutral using the gear stick.
2. Open the hood/bonnet of the vehicle and remove the factory air box or aftermarket intake so that you can gain access to the gear selector mechanism.  
(To gain extra room to work you may wish to remove the battery and battery tray; however this is not necessary to carry out the fitment.)
3. Using a ball joint splitter or similar tool (e.g. small wooden wedge) prise the gear stick cable ball joint off of the shifter as pictured below.



4. Once the ball joint is removed it should look as shown in the picture below.



5. Now remove the circular clip on the side next to the gear selector mechanism. This is done by pulling the centre of the clip away and sliding it off at the same time in the same direction.



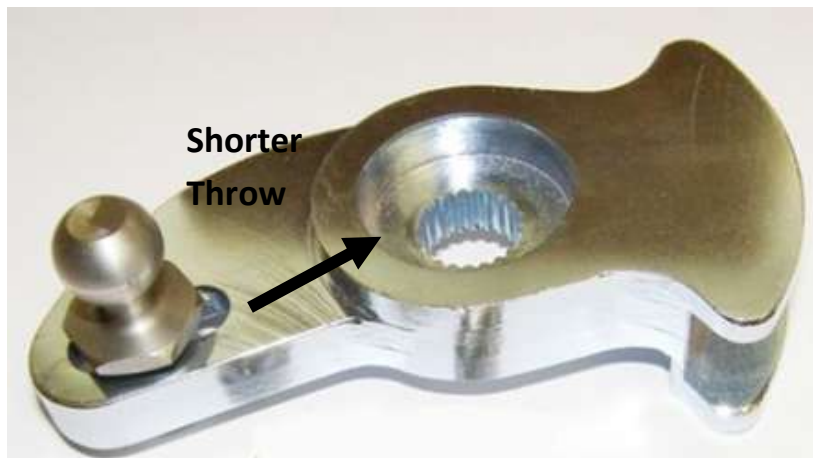
6. Remove the 13mm nut that is connecting the selector mechanism to the gear box as pictured below.



7. Now slide the linkage up off the splined selector shaft. (This will take some force; we recommend that you rock the linkage from side to side slightly whilst pulling up to loosen it. **Do not use a hammer or any other tool to pound or tap the shaft out of the bottom as it may damage multiple components.** )
8. Once the original shifter is removed you are ready to fit your new Forge Quickshifter.
9. Now you will need to assemble your linkage using 1 of the 3 cable shafts that has been supplied with the shifter. Matching it with the linkage off of the OEM shifter. E.g. the original had a ball joint linkage therefore fit the new ball joint linkage.



10. You can attach your chosen linkage to the shifter using the locknut which will be captive in the groove on the underside of the shifter. Use the deep reach 16mm socket or 16mm wrench to secure the cable shaft linkage in your desired position. (The closer the linkage is to the spindle cut out the shorter the throw will be.)



11. Using the grease provided, grease the spine and groove in the shifter.



12. Once you have assembled your shifter and linkage and applied the grease you can reinstall it following these instructions in reverse order. (Steps 7-1). Once installed it should look as shown in the pictures below.



Please be sure to cycle through the gears with the gear stick making sure that all forward and reverse gears can be engaged just as easily as with the OEM shift linkage.

Everything should operate as smoothly and seamlessly as before, only with shorter throws of the gear stick.

If you do happen to experience any difficulty engaging any forward or reverse gear, please go back and read through the instructions again to ensure that every step was followed properly and completed successfully.

Then If you are still experiencing difficulty, please feel free to contact your local or preferred Forge Motorsport dealer, or you may always contact us directly.

[Forge Motorsport US – \(407\) 447 -5363 / sales@forgemotorsport.com](mailto:sales@forgemotorsport.com)

[Forge Motorsport UK – \(+ 44\) 1 452 380 999 / info@forgemotorsport.co.uk](mailto:info@forgemotorsport.co.uk)

Now road test the vehicle and enjoy your shorter faster gear change. Thank you for your purchase.



**ENGINEERED FOR PERFORMANCE**

**Race proven – Daily driven**