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**4H-TECH Short Shifters. Power shifters for quicker and shorter gear changes**

## Fitting guide for **0A8-Shift**



This fitting guide shows step by step how to fit the 0A8-Shift Short Shifter kit on an Audi S1 with 2.0 TFSi engine. Other cars will have about the same procedure, some things might differ from this car, but basically this guide can be used for all applications.

First check if your shift linkage is the correct version!

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219,00 eur  
Incl. tax  
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Article number: 0A8Low-Shift  
Availability: In stock

Soon Available: High Tech performance short shifter kit which is designed by 4H-TECH for VAG cars like VW Polo GTi/WRC and Audi S1. These cars are equipped with the 0A8 type manual 6 speed transmissions. 35% Shorter gear throw.

Make a choice: \*  
Gasoline car - €219,00

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The 0A8-Shift is available in **2 different** versions, one for **diesel** cars and one for **gasoline** cars. Both systems look the same, but are **different** from each other. This fitting guide can be used for **both systems**.

Please see our website [www.short-shifters.com](http://www.short-shifters.com) for more info.  
Open the bonnet and remove air filter housing (unclip intake hose and small rubber hose on the side of the air filter housing. The housing can be pulled upwards and removed very easy):



The OEM Shifter can now be found as shown here:

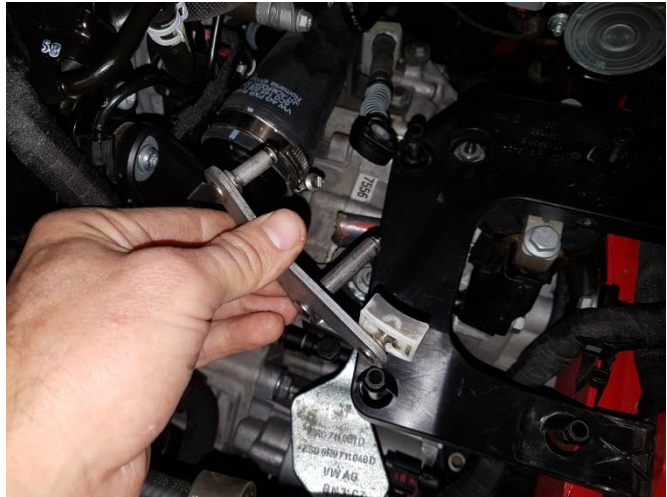


Put the shifter in neutral (don't engage any gears) and remove the 2 clips which hold the shift cables in place, and remove the shift cables from the OEM Shifter system.

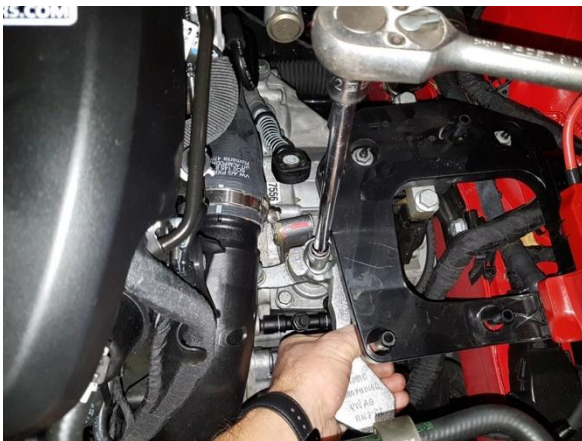




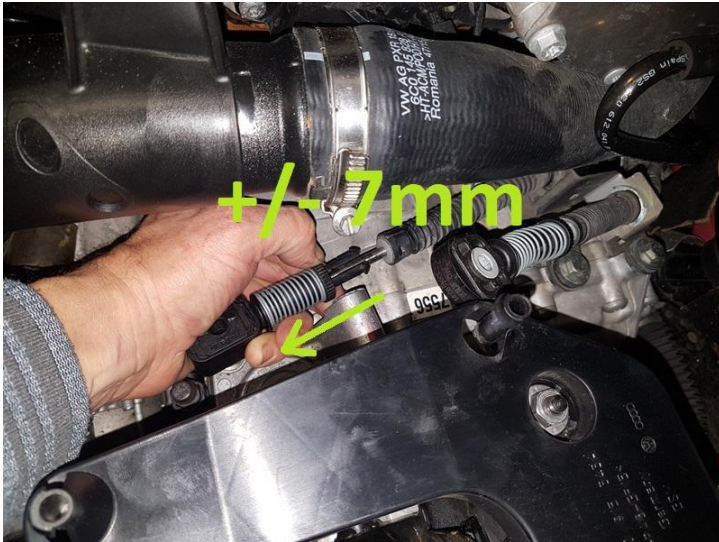
Remove the clip from the selector shaft, and remove the old selector:



Remove the top M8 nut (support the shifter arm with one hand, and loosen the nut with the other hand) and pull the original shifter arm from the transmission shaft. (can easy be done by hand, no special tools required)



The bottom black shift cable connector must be moved backwards about 7mm which is very easy: Pull back the secure ring (see picture), and pull the connector 7mm backward. Let go of the ring and check if it came back in it's original position.



**Important!** The standard shift shaft from the transmission has a splined top. The new shifter arm can only be fitted in **one position**. There is one bigger spline, which must be allined with the **bigger spline** in the shifter arm. These splines have a very tight fit to avoid any play. The best way to fit this is by positioning the shifter arm in the correct position on top of the shaft, and press it manually by hand further on the shaft. Do not use any force here.







Remove the white slider from the old selector, and put it on the new selector arm. Grease everything up for smooth shifting.



Fit the selector arm in the car, but insert it now from the other side. See picture. Fit the stainless secure ring which is provided in this kit.





Fit the shifter cables back, and secure them with the OEM clips. Test shift the system to check if everything works smoothly.



Fit all parts back in reverse order.





Make a test drive and check if all gears can be engaged. Enjoy 35% less gear throw and that lovely ``Klick-klack`` feeling. Now your car shifts like a racecar, but always remember to be safe and don't get overly excited on the public roads out there.

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