

## How to: Fix your shift linkage

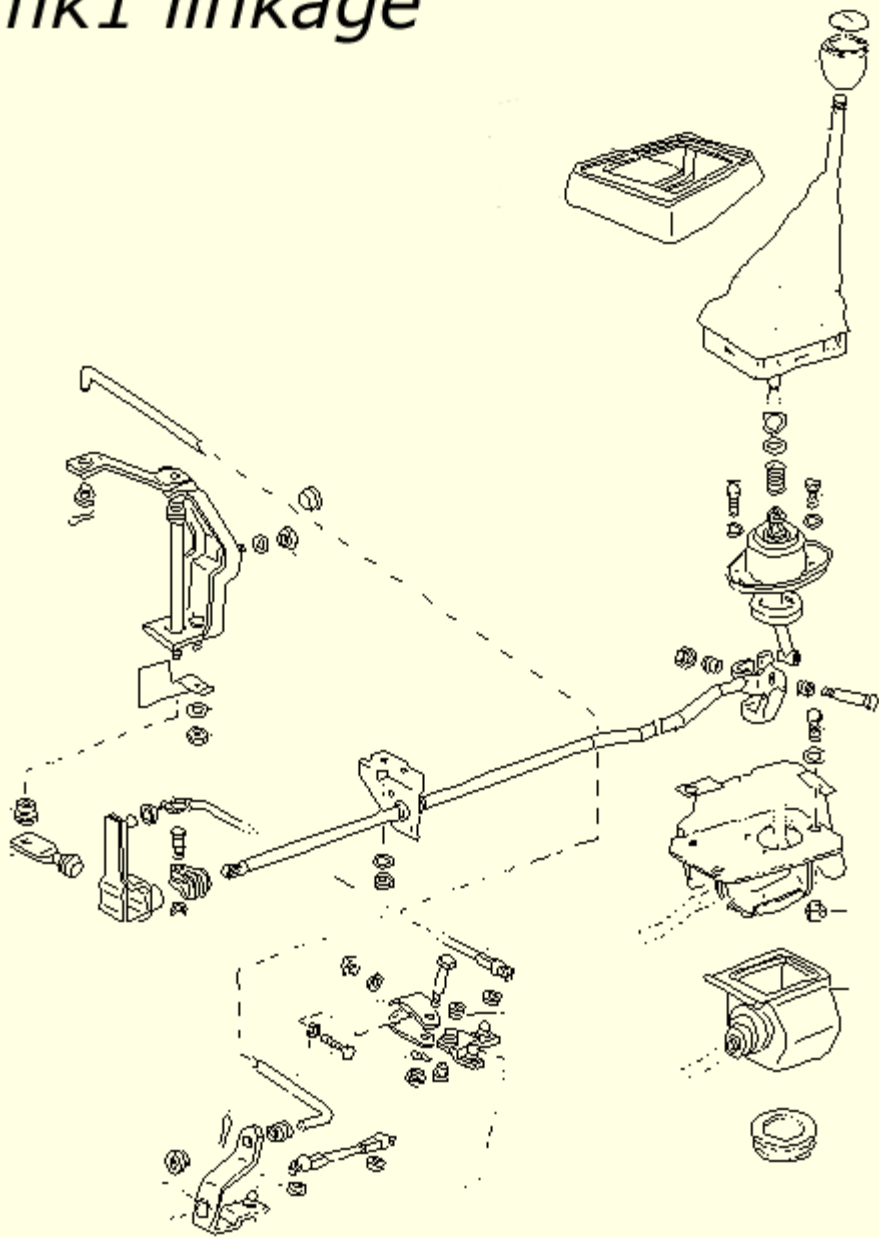
Let's assume all the shift bushings are tip-top, or that you are about to install all new shift bushings, etc. This is tough to explain, but if you're looking at it, it makes sense - use the diagrams below. A lot of the side-to-side play comes from the two white cylindrical plastic bushings. They are located on the aluminum tranny bracket that bolts to the rear drivers side tranny mount. There is a swivel-double-L shift piece that has a bolt going through it. The two white plastic shift rods connect to it. The two white cylindrical plastic bushings sit under the swivel-double-L shift piece. The bolt that goes through the white bushings doesn't tighten down enough, and has up and down play. This causes a lot of side to side play in the shifter. To remedy this, put a THIN washer on the bolt, it will take up the play.

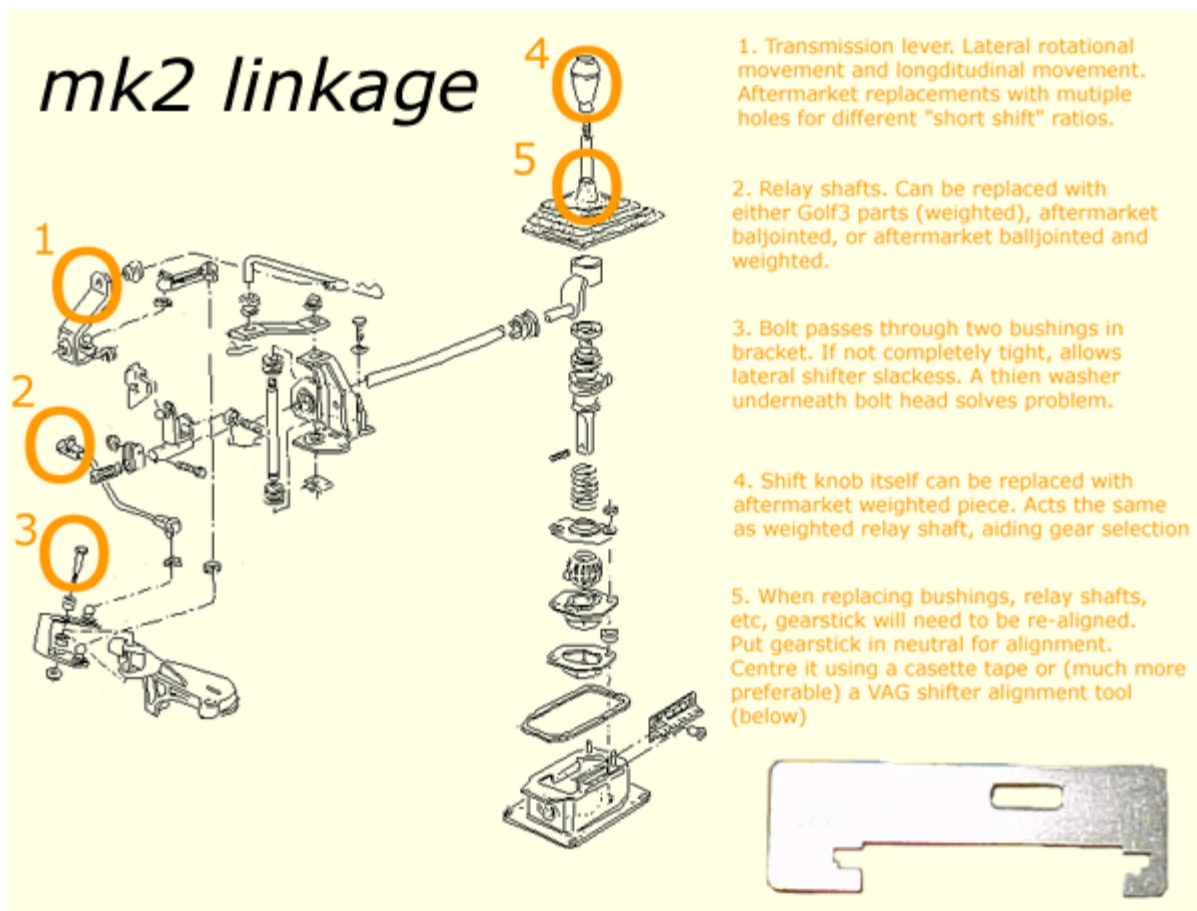
The shift arm/with ball that is located next to the exhaust manifold. This piece costs something like £30. The rubber ball replacement can be found on ebay for under £20 for the entire shift linkage bushing kit. Or about £15+shipping for just the bushing, ball and plastic end caps.

To make sure you never have to buy one, take yours out, and coat the ball with epoxy. It'll never wear out. The stick shift itself. There is a plastic ball in the middle of the stick shift, and it has a rubber ring around it. Problem is, on most cars, this rubber ring doesn't fit very tight around the ball, and causes side to side play in the stick.

To remedy this, with the stick out of the car, fill the gap between the ball and the rubber ring, with epoxy, and let it dry (of course). Note: cars with the 'adjustable' ball, the ball can easily be unclipped and removed without having to remove the whole stick shift. Another thing. There is a orange/red bushing at the front of the 'shift-box' that the main shift rod goes through. Contrary to what many say, this bushing DOES wear out. People don't think it does, because it doesn't usually crack, it just stretches, so it's not as noticeable. When you are redoing your shift-bushings, make sure not to forget this one.

# mk1 linkage





I believe that the VW parts department refer to this as a "shifter alignment gauge". You can buy one from VW, search for one on an online VW parts store, or fabricate one yourself if you are able/.

