

ZEROPOINTONE

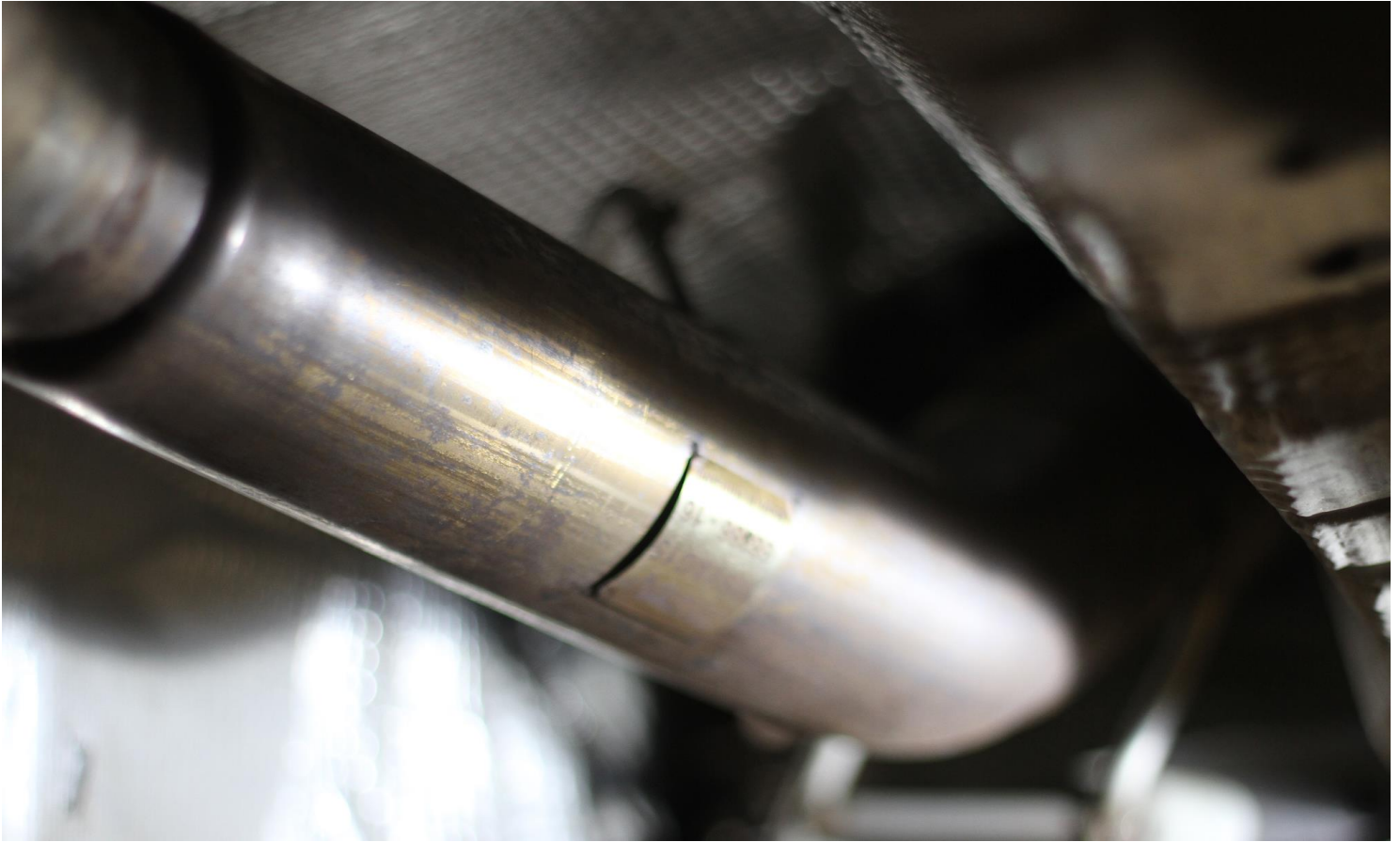
Fitting Guide – VW/Audi/Seat/Skoda



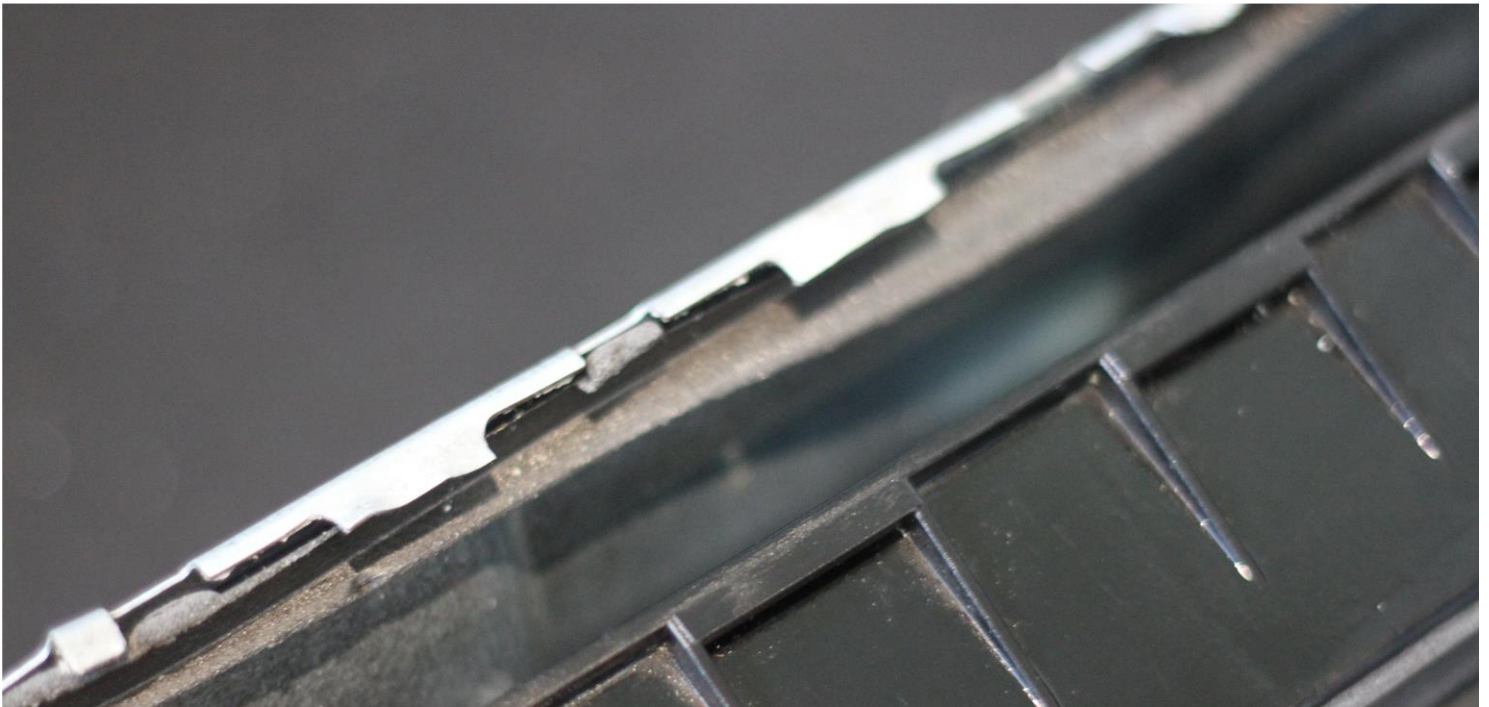
Intro -

ZeroPointOne Shifters are designed primarily for track use and should be maintained to prevent damage. We recommend that you occasionally lubricate moving parts with spray grease (Dry lubricant with PTFE will prevent the shifter looking oily). A wet cloth can be used to clean the anodised aluminium, then dried with a lint-free cloth. The anodised base can have car wax applied for additional resistance to dirt, test on an inconspicuous section first.

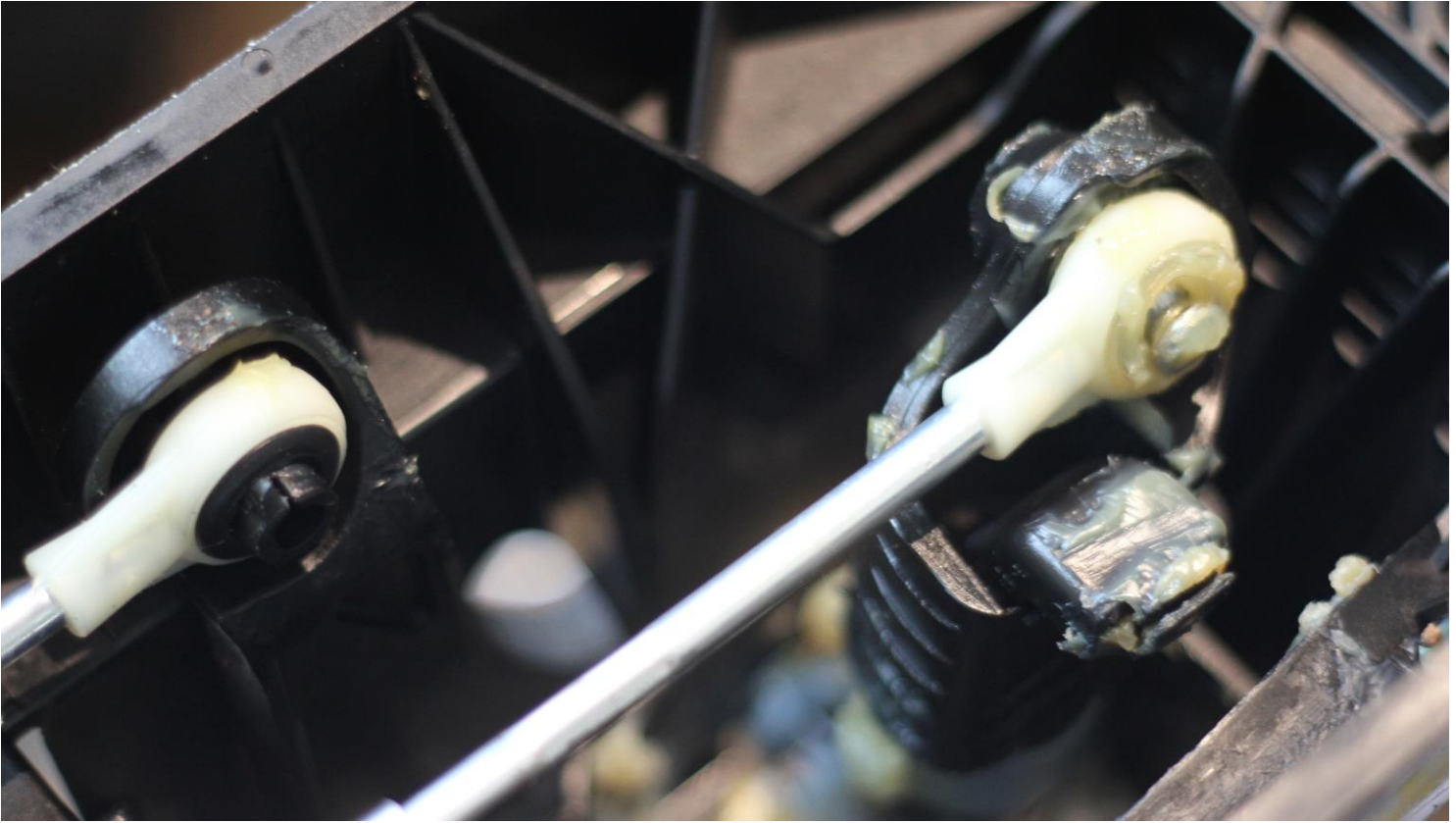
Removal of the OEM Shifter –



1 – The first step is to gain access to the OEM shifter by removing the exhaust and heatshield. The full system does not need to be removed, but the exhaust does need to be dropped allow enough clearance to the shifter area. The exhaust tunnel heatshield will need to be fully removed to access the shifter.



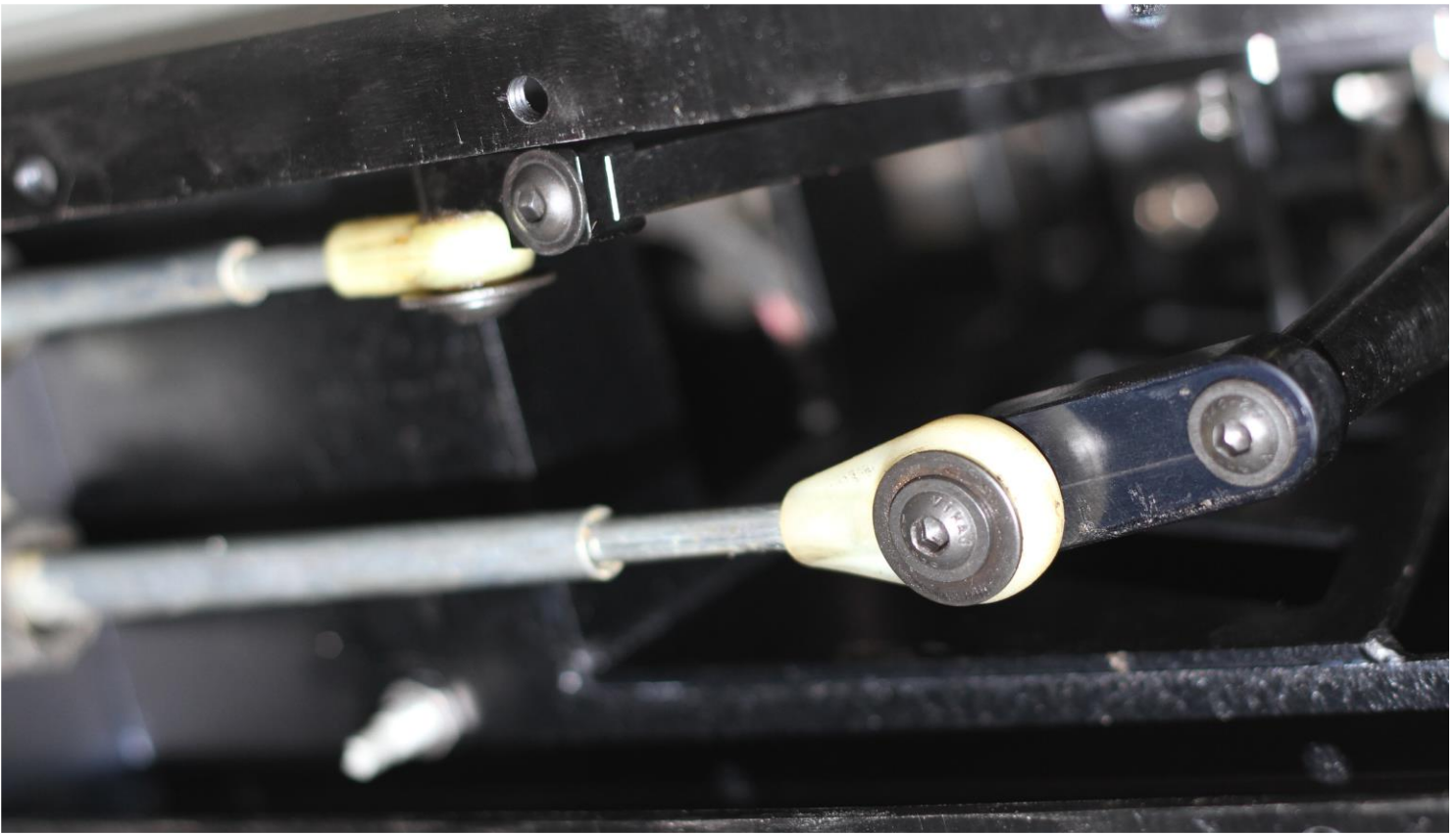
2 – Unclip the OEM Shifter bottom plate, to gain access to the cables.



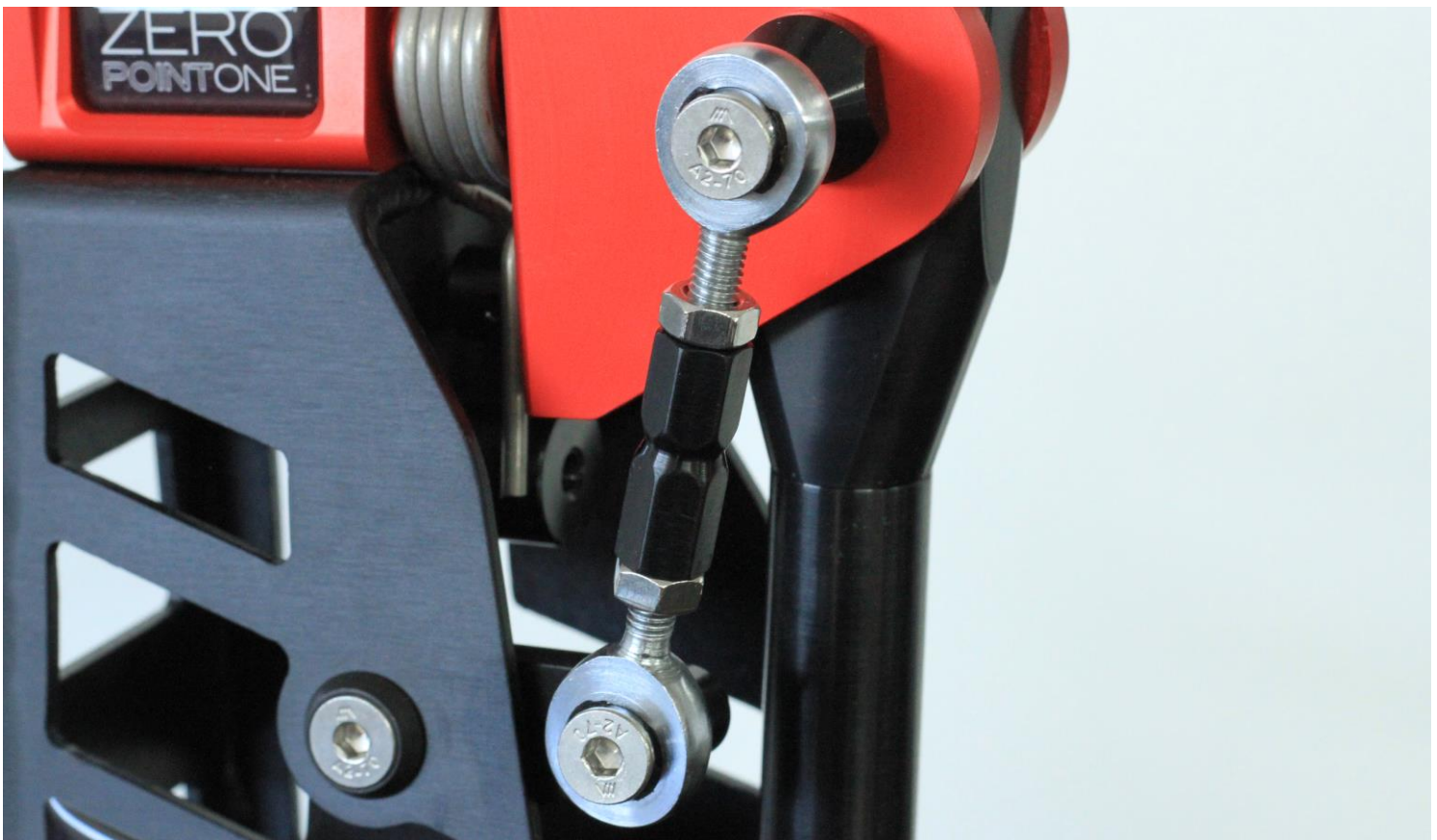
3 – Remove the cables from the 'ball studs', then remove the horse-shoe clips that retain the cables to the OEM shifter.



4 – Remove the OEM gear knob/gaiter and the centre console, exposing the the OEM shifter and it's 4 retaining nuts. Remove these 4 nuts to allow the Shifter to drop down and take it out from underneath the car.



5 – The ZeroPointOne Shifter can now be installed from underneath the vehicle. You might want to ask a friend to help with this stage to avoid damaging the Shifter on it's transition to the interior. They can also place and tighten the nuts onto the ZPO studs. Once in position, the cables can be inserted through the ZPO shifter's cable holes and attached to the Shifter via the bolt/washer/spacer's that are included in the kit.



6 – Adjust the Shifter to ensure all gears are properly engaging. This is achieved by adjusting the turnbuckle that moves the 'swingarm' which in turn centralises the gear stick. Loosen both M6 nuts to turn the black turnbuckle and ensure they're fully tight once finished.



7 – Once the ZeroPointOne Shifter, the centre console is ready to go back on, but will require trimming. This will be in a different position for each vehicle that the ZPO VW/Audi/Seat/Skoda Shifter fits and we will be making templates for each model that we can get information for. A Dremel or grinder will make light work of cutting the plastic and leave a clean cut.



8 – The shifter is set up to work from the moment the cables are connected, but if you have any issues selecting gears, try the following...

- Adjust the grub screw on the right (circled in black) if you're unable to get 1st or 2nd, unwinding it for example will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Adjust the first grub screw (circled in blue) on the left if you're unable to get 5th or 6th, unwinding it for example will allow the stick to move over to the right more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Adjust the second grub screw (circled in green) on the left if you're unable to get reverse, unwinding it for example will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.