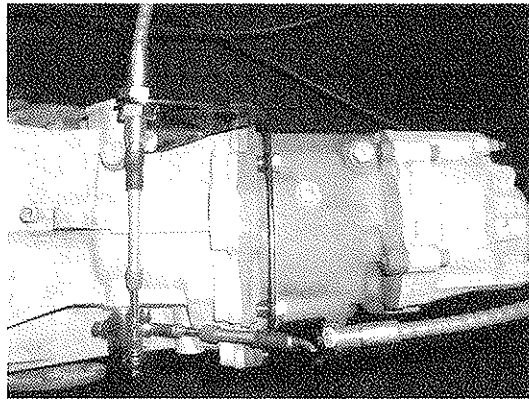


Cable-Shift Instructions Audi 5000

1. Fabricate the mount for the Cable-Shift box. The shifter box is normally secured by the pre-punched 1/4" diameter holes at the base of the sides. Two through tubes 2-7/8" long are used on the chassis with a single center tube. On a chassis with two center tubes, 1/8" brackets are drilled to match the holes in the shifter box, then welded to the center tubes.
2. Next the gate cable bracket and shift rod coupler are removed from the cables at the transaxle end. The gate cable bracket is secured to the gear carrier section by three 8mm bolts at the top of the gear carrier section, and one 8mm bolt which replaces the linkage ball stud. The coupler assembly is located on the transaxle shift rod by a 5/16" set screw tightened into the shift rod through hole previously used for stock set screw. Note: Stock transaxle shift linkage arm and set screw must be removed.

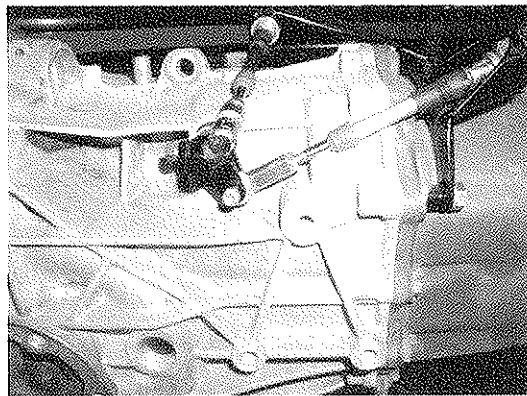


3. The shift cables may now be installed. The main (longer) cable wraps 180 degrees behind the transaxle; the gate (shorter) cable is positioned 90 degrees to tranny center line to meet the main cable, the cables then run parallel along the route defined during cable measurements. The gate (shorter) cable is passed through the 5/8" hole in the gate cable bracket and is secured by jam nuts on either side of the bracket. The quick disconnect (QD) socket at the end of the cable is then installed over the ball on the shift rod coupler.

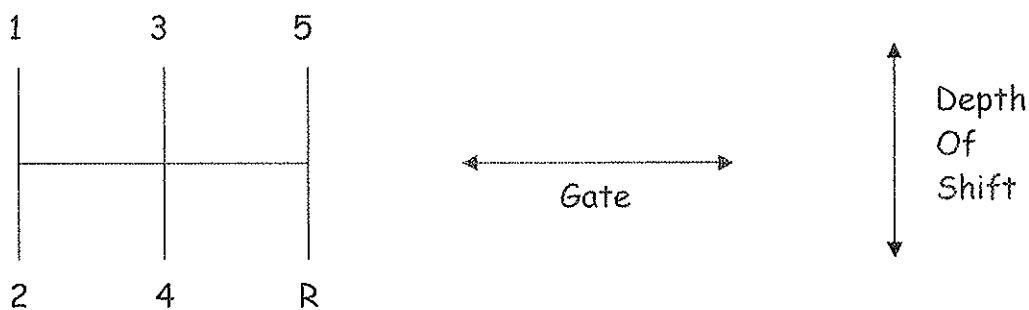
4. The main cable is longer so as to approach the shift rod coupler from the rear of the transaxle and should be installed as freely as practical. The main cable is secured on either side of the bracket by a 5/8" jam nut. The end of the main cable is attached to the coupler arms by a 1/4" bolt through the 1/4" female rod end. (Note: see Adjustments #1.) When all fasteners are secured adjustment of the shifter can begin. Initial adjustment to 'run through the gears' can be made in the shop before the engine is running. Final adjustments and 'fine tuning' should be made under driving conditions.

Cable-Shift Adjustments Audi 5000

1. **Set the depth of shift.** First disconnect the $\frac{1}{4}$ " rod end from the shift rod coupler arms and rotate the shift rod coupler into second gear (1-2 gate, forward position). Pull the shift handle rear ward into the second gear position as well, now with a minimum of $\frac{3}{16}$ " of cable end threaded into the $\frac{1}{4}$ " rod end, adjust the $\frac{5}{8}$ " jam nuts on the main cable, so the $\frac{1}{4}$ " rod end fits between the shift rod coupler arms, and the $\frac{1}{4}$ " bolt can be easily inserted through the coupler arms and rod end. Then, remove the $\frac{1}{4}$ " bolt, rotate the shift rod coupler counter-clockwise (into first gear) and repeat adjustment until the shift handle functions through the middle of its travel.

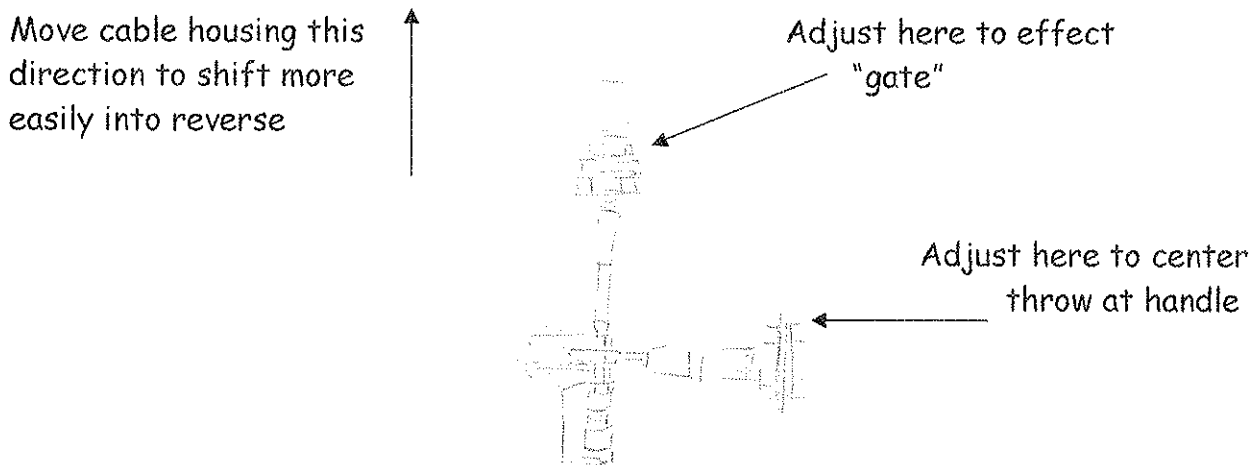


2. **Set the gate position.** There are 3 gates in a 5-speed Audi transaxle (4 gates in some 5-speed Porsche transaxles). A gate and depth of shift diagram for an Audi 5-speed transaxle is shown below:



Push the shift rod coupler into fourth gear and loosen the $\frac{1}{4}$ " jam nut on the gate cable and disconnect the socket from its ball. Tighten the $\frac{5}{8}$ " jam nuts at the gate cable bracket, then gently slap the shift handle against the Cable-Shift lock out bar. Adjust the gate cable quick disconnect to fit onto its ball and re-tighten jam nut. The Cable-Shift shifter should be close enough to 'run through the gears'. Shifting will improve when the engine is running and the clutch is depressed. Shifting further improves as synchronizers are worn in.

3. **Fine adjustment of the gate cable.** Fine adjustment of the gate cable is usually necessary after initial test drive, to make a smoother down shift from fifth to fourth and third to second. A diagram is provided to show this adjustment:



Small adjustments ($\frac{1}{6}$ of a turn) made at the gate cable quick disconnect makes a noticeable difference. A smooth shift sequence is therefore attainable, first through fifth gears and reverse.

4. When the Cable-Shift shifter has been adjusted to the drivers 'driving style' under driving conditions, tighten all jam nuts, re-tighten bracket fasteners and recheck shifting sequence.