



ROSSWULF

Thank you for purchasing a shift coupler or shift coupler bushing. Let's get an install going!

Early Shift Coupler Bug:

Start by removing the rear seat and locate the inspection cover.

1. Remove the inspection cover screw with a Phillips screwdriver
2. Cut or remove any safety tie wire around the coupler and through the square bolts (stock unit).
3. Make sure shifter is in Neutral position
4. Remove the rearmost bolt – leave the forward bolt attached.
5. Use the shifter to slowly pull towards 2nd gear to remove the coupler from the nose cone.
6. Grab the existing coupler and remove the remaining hardware
7. Remove the coupler from the shift rod
8. Inspect the shift rod and nose cone stick for wear. Remove and burrs with emory cloth or sandpaper.
9. Remove the hardware from the Ross Wulf coupler. Attach the coupler to the nose cone stick. Take care to line up the divot in the stick with the hole for the set screw.
10. Install the set screw in the rearward hole making sure that the cone of the screw engages the divot on the stick when tightening.
11. Grab the shift rod and install it into the open end of the Ross Wulf coupler. Repeat process from above to install the forward set screw.
12. Install the locknuts onto the set screws with a 13mm wrench while holding the set screw with an L-key or appropriate allen wrench.

Late Shift Coupler

1. Follow instructions 1-5 from above
2. Unscrew or unbolt the U part of the coupler attached to the rod, and disassemble/remove the old coupler
3. Remove the shifter
4. Inspect the shift rod and nose cone stick for wear. Remove and burrs with emory cloth or sandpaper.
5. Rotate the shift rod 90 degrees so that you are looking down at the hole. Apply some lube to this area to prepare for reaming. Insert the provided reamer bit into a drill and ream out the hole keeping the drill straight with the hole in the shift rod. This process should be quick and only requires the reamer to extend all the way through the rod and back to be complete.
6. Remove the cross bolt from the new coupler with an 13mm wrench and allen key. Insert the Ross Wulf coupler U onto the reamed shift rod and an install the hardware. Take care that the stainless washers are seated properly on the outside of the coupler when tightening.
7. Push the rod and coupler onto the transmission nose cone. Install the set screw in the rearward hole making sure that the cone of the screw engages the divot on the stick when tightening.
8. Install the locknuts onto the set screw with a 13mm wrench while holding the set screw with an L-key or appropriate allen wrench.
9. Re-install shifter

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Delrin Shift Bushing:

1. Follow above instructions up to #8 to remove the shift coupler.
2. Remove the shifter
3. Now that the shift rod is free you will need to remove the inspection covers at the front of the chassis and body. Slide the shift rod through the front and completely out of the car.
4. Clean the shift rod thoroughly. Inspect for burrs or rough areas that will interfere with the new shift bushing. Polish any questionable areas on the shaft.
5. Install the bushing in the housing with the slot facing up, and the small end facing the rear of the VW. The bushing is fully seated when you hear 2 clicks. Compressing the bushing is often necessary to properly fit and seat.
6. Use dry lube (graphite lube) on the bushing and the shift rod. Re-install the shift rod into the vehicle.
7. Re-install the coupler using above instructions starting at #9
8. Re-install and adjust shifter

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