BFI INSTALL GUIDE

GS2 DSG/AUTO SHIFT KNOB

PARTS LIST:

1 - Shift knob
1 - Shift knob adapter/slider
1 - Ziptie
1 - Hex key wrench
1 - BFI crest coin

TOOLS REQUIRED:

- Phillips head screw driver
- Flat head screwdriver
- Plyers
- Trim tool (Part #5990)

1. Start by loosening the boot and trim ring/panel from the car. The two methods are to use a trim tool to lift up on the edge of the boot, or to simply reach down on the inside of the boot with your fingers and pull up.

2. To begin removing the stock knob you must disengage the factory lever pin, this is done in different ways depending on the model. The picture below shows the 3 types of factory knobs – all require the button to be pulled outwards, with the button secured so as not to allow the button to retract and pin to reset.

DO NOT ALLOW THE BUTTON TO BE PUSHED IN ONCE REMOVED FROM THE SHIFT LEVER
this will require the knob to be taken apart to fix, if at all possible. *Factory retainer shown, but fishing line may be used to secure if factory retainer not available*

3. Once the button on the shift knob is secured, the knob / boot and trim ring can be removed from the shift lever. There are two types, a rotory lock, and a push/pull lever. Fort he rotary simply turn counter clockwise as shown in the picture below. For the lever style, push up on the lever to release the knob (the lever style is shown as the wooden knob in step 2 above). Be sure to unclip the electrical connector for the PRNDS lighting when removing the shift bezel.

4. At this point, you may remove the outer bezel from the shift boot/knob and trim ring, this can make it easier to handle but is not necessary.

To Remove the shift boot from the OE knob, start by removing the rotary twist lock (not necessary with pull lock knobs) with a flat head screwdriver. After the lock is removed, pry off the boot clamp as shown. This can give some resistance but will come loose.

5. Pull the factory knob out, and re-invert the boot to install the BFI shift knob adapter.

6. Insert the base of the BFI shift knob adapter through the boot (the non- threaded end). Be sure to align the adapter set screws so that that one pair, are facing the front/back of the boot, and the other pair are perpendicular, as shown in the picture. Also take note at this time, which way your shift lever tab is positioned – *side button shift knobs face parallel to the direction of the car, whereas front button knobs are perpendicular.*

Make sure that the long threaded pin on the top of the shift knob adapter (not shown in this picture) is aligned with that tab, so that the screw will go through the eyelet of the shift lever tab, when the boot is installed.

7. Unhook the supplied metal zip-tie (they come inserted backwards) and assemble it , then tighten it down to the boot and adapter hand tight. Double check to make sure all alignment is still correct.

8. Using the needle nose plyers, grab the end of the tightened zip tie and with a reverse twisting motion clamp it down with full force. The metal zip tie end should roll around the plyers. After tighted as far as possible, trim the excess metal and tamp down the end. The boot is now secured.

9. At the bottom of the adapter, back out all 4 set screws so that the adapter can slide on the shift rod.

10. Slide the boot and adapter back on to the shift lever as shown.

11. Pull up on the center slider and screw the center pin through the shift lever tab. Screw this all the way in, to the other threaded side of the adapter, this sometimes will give a bit of resistance but will thread all the way through

It is important to note, that this center pin, **MUST BE SCREWED IN SO THAT THE PIN IS FLUSH WITH BOTH SIDES OF THE SLIDER.** If this pin protrudes at all it will cause the knob to bind when being screwed on. Notice in the picture below that the pin is flush and no longer visible.

12. With the slider pin installed, pull up on the outer securing ring of the adapter. Bring it to the top of its allowed movement range, and begin tightening the set screws:

Tighten the set screws in pairs, tightening each evenly from side to side- ie, tighten perpendicular screws evenly first, then parallel screws evenly. Do this carefully, checking to make sure the slider still will move up and down after each round of tightening. Keep doing this until the set screws are secure, and tight.

Overtightening is not necessary as the adapter is not a stressed piece. This would also be an appropriate time to use loctite 222 if desired.

13. Once the set screws are tightened and the slider moves up and down freely, snap the trim ring backinto place on the vehicle (don't forget to clip in the connector for the PRNDS lighting).

14. Screw the BFI knob onto the slider, and tighten by hand. Depending on the orientation of the knob, itmay be necessary to re-align the seam, to re-align, unscrew the top screw and twist the knob, untill the seam lines up correctly.

15. Align the shift coin and the knob is complete and ready to shift!