

Mk5 Addendum to Dieselgeek's Sigma6 Shortshifter installation instructions

I recently installed a Dieselgeek Sigma6 Shortshifter on my 2009 Jetta Sportwagen and had a few "issues". I thought that my experience could be of use to others who would like to install this excellent product on their MK5 VWs. This is NOT a replacement for Jim's Sigma6 Installation Instructions. It only explains where his instructions do not match my car.

Let me start by saying that I found the Dieselgeek shortshifter to be an excellently designed and manufactured product. My "problems" stem from the fact that the installation instructions on the Dieselgeek website were originally written for a MK4 VW. All of the instructions for installing the DG Shifter and adjusting it are excellent and easy to follow. My biggest problem was with removing the MK5 air filter box, Volkswagen changed the way it is mounted – so the instructions are wrong.

Removing the Air Filter box: (note: this is on a 2009 TDI engine – air intake might be a little different on other MK5s). See Picture below for "roadmap":



First remove the cover to the "intake air guide" (there are three little plastic clips at locations marked "A" in pic above). This is right at the front of the car right behind the left side of the radiator (see above). Then, there are two plastic clips on the sides of the air guide bottom

half (at location “B” in pic above). After these clips are released the air guide will fold down, and you can lift it's retaining hooks and remove it.

Once you have this “air guide” box removed it is easy to see a large “U” shaped “Air Guide Hose. The upper end is rounded and goes into that “Intake Air Guide” you just removed. The lower end is more squared off and it must be “unplugged” from the Air Filter box. There are little “tabs” on the sides of the square end of this hose. If you can squeeze these tabs the hose will come out easier, but if all else fails brute force also works. You have to unplug this U-shaped hose before you can remove the air filter box.

The Air Filter box is held in place by one bolt and two rubber mounts. First remove the single bolt (a 7mm Allen wrench is required) which is located between the battery and the air filter box (location “C” in Pic). On the left end (driver's side) of this box is a rubber mount (location “G”). There is no nut or bolt. You just have to lift the filter box straight up and this (and the other) rubber mount will come off. However, before you lift up the Air filter box, you should finishing disconnecting everything else that will keep you from removing it (next paragraph).

Next you can go back to Jim's instructions and unplug the MAF sensor wire (D) and a vacuum hose (E). Then use a pair of channellock pliers (or a hose clamp tool) and unclamp the MAF sensor from the engines intake tube (F) (you will be removing the Air Filter box with MAF sensor attached). There is also another hose that plugs into the air filter box just under the MAF sensor; this should be unplugged as soon as you can get your hand into there.

Now it's time to lift out the Air Filter Box. It takes quite a bit of force to get those rubber mounts to disengage from their mounting pins. Just grab both sides of the box and lift sharply, when you pull hard enough it will disengage and lift up. Then all you have to do is to wiggle it around so that you can get it past all of the other hoses, pipes, and brackets that seem to be in the way. It will come out, it just takes more force than I expected. There is also a water drain hose that goes out behind the bumper that you must pull out of it's hole.

Now that you have the Air Filter box out of the way you can clearly see the stock shifter mechanism, however you can also see that the job will be a lot easier if you also remove the battery and the battery tray. The good news is that the battery is very easy to remove, once the Air Filter box is out of the way. The single bolt (and bracket) that attaches the battery is easy to get to now (with the Air Filter Box out of the way), and the shelf is just held in by three 10mm (head) bolts.

Now, unless you have a 2008 or newer VW; go back to the Dieselgeek instructions. Everything is exactly the same from here on, and the instructions are excellent. If your VW is a 2008 or newer, see the next page.

Other Issue: 2008 and newer MK5s

If your VW is **not** a 2008 or newer model, you can go back to the standard Dieselgeek installation instructions. They are excellent, just be sure to follow the adjustment procedure exactly.

In 2008 and newer six speed manual transmission shifters, VW changed a part. Dieselgeek's instructions call it the "side-to-side shift bracket" while my Bentley manual calls it the "Relay Lever". Anyway, it's the lever that is attached to the cable that moves when you move the gear shift lever side-to-side (it actually moves the shifter mechanism up and down). On 2008+ cars this lever is plastic instead of metal and it's "locking mechanism" that holds it in place is a little plastic clip (not the metal one in the instructions). Here it is in my car: (this is the stock shifter)



I did not fully understand how this clip worked and I managed to break it trying to remove it. Therefore I have included a picture of my broken clip, so you can see how it works (it's kinda hard to see when it's in the car). If I had seen this picture (below) before I tried to remove it, I *might* have been able to remove it without breaking it. It is easy to break – obviously designed for ease of installation – once (not serviceability). If you pull both clips open just enough for the pin to come out of the hole, you might be able to get it out in one piece. If I ever decide to go back to the stock shifter (not likely!); I will have to buy another stupid little plastic clip from VW.



Those are the only two difficulties that I had with the Sigma6 installation. Aside from these two changes that VW has made to their cars, DG's installation instructions are very clearly written and easy to follow. I love the solid "last forever" look and design, plus I love the way it works. I considered other shortshifters because I thought I really didn't need the side-to-side shift throw reduction, but after trying it, I love it. Now I don't feel like I'm trying to grope my passenger's knee every time I shift into fifth gear. Below is a picture of the completed install:



I hope this saves somebody else some time and trouble. The first time I tried to remove the air Filter box – it took me over an hour and a half. Once I figured out how it came off, the entire installation took under 2 hours and was trouble free (except for breaking that little plastic clip).

Have Fun!