



JHM “solid” linkage upgrade 2004 and up (B6/B7) Audi A4 6-speed

Contents of package

1. 1 - JHM shift shaft link (reuse your original boot)
2. 1 - JHM Modified Steel Spherical bearing
3. 2 - stainless steel spacers.
4. 1 - Allen bolt ½”
5. 1 - ½” jamb nut
6. 1 - Loctite capsule
7. 1 - packet synthetic grease.

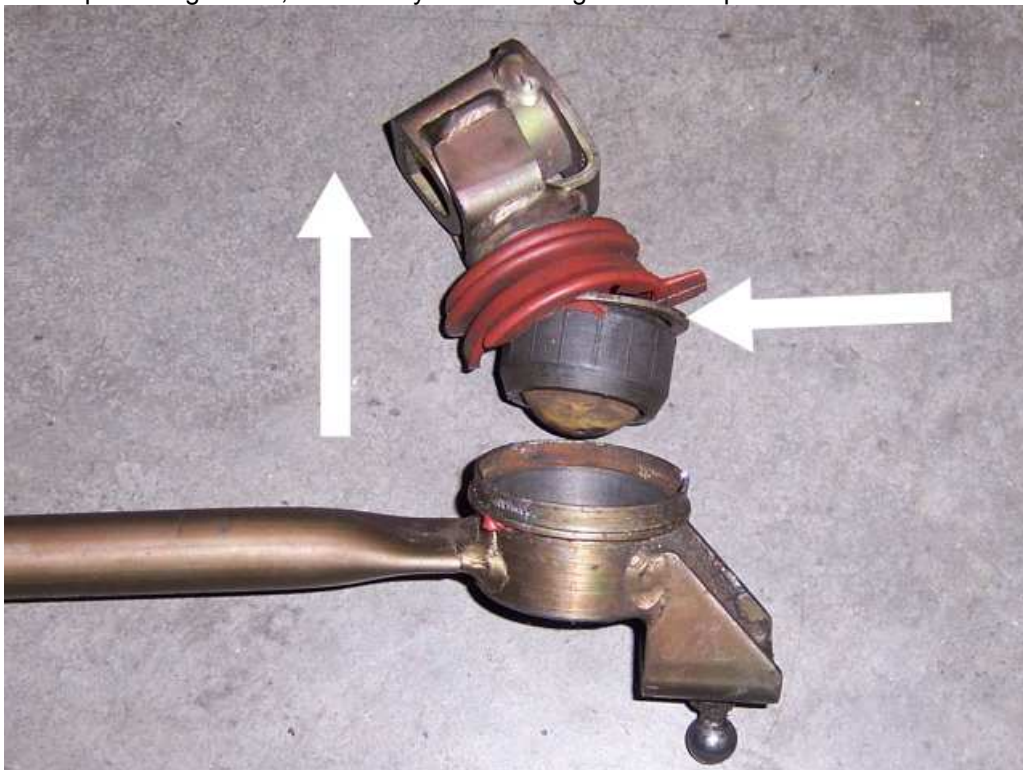
Installation - NOTE: if you are not confident doing the linkage rod modifications, contact JHM for pricing.

1. Remove the shift rod from your car. This can be done by undoing the bolt at the bottom of the shifter that attaches to the shift rod. Then jack up the car undo the nut that secures the linkage to the transmission selector shaft on the drivers side. Then undo the bolt on top of the transmission for the cross rod. Now remove the shaft from the car. NOTE: It helps to attach a pull rope on the rod where it attaches to the shifter, then use that pull rope later to aid in the reinstall of the rod.
2. Now it is time to install the JHM “solid” linkage upgrade that replaces your OEM rubber/plastic ball and socket.
3. Now that you have the shift rod out of the car you need to start by pulling the rubber dust boot back (it is sometimes glued and you may have to scrape it off, this is ok since we provide you with a new one in our kit). Then you need to bend back the outer ring that is bent down (in usually 4 spots) that holds the linkage in the end of the rod, see arrows. Be careful not to damage them since you will bend these back later to secure the new JHM linkage properly to your shift rod.



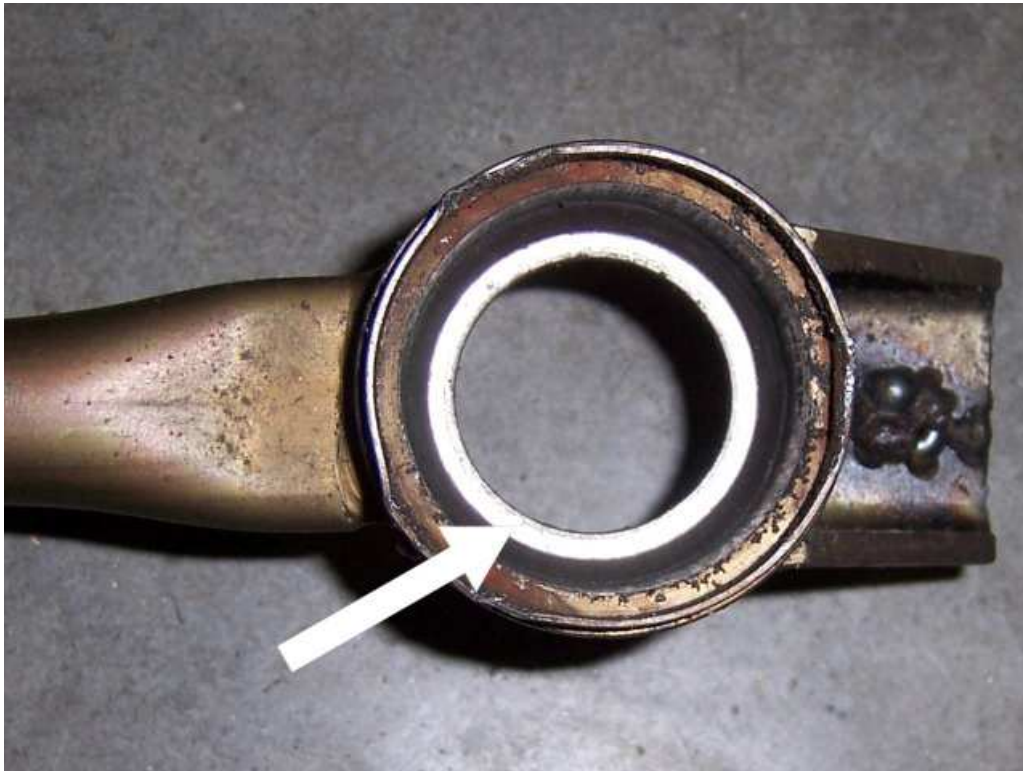
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4. Next you need to pull the stock linkage out of the shift rod as shown, (if it does not come out you will need to bend back the outer ring more than you did in step 3). Once it is removed you need to take the rubber/plastic socket off of the OEM linkage end piece so you can get the washer to reuse during reassembly, see arrow. NOTE: you may need to use pliers to get it off, don't worry about ruining the rubber/plastic socket since it will NOT be reused.



5. The next part of the process involves clearancing the linkage rod with a dremel tool or die grinder. The following 2 pictures show you how your rod will look before the modification and point to where you will be removing material.





6. The next 3 pictures will show you where you need to cut. **IMPORTANT:** You will notice in the first picture that the ledge at the bottom that will keep the JHM bearing from falling through has a small ledge even after cutting. The ledge is about 2mm thick. This is just enough material left to allow clearance for the JHM linkage and support the bearing properly so it doesn't fall through. In the second picture you will notice two little notches that are also needed to clear the JHM linkage. The third picture shows you how the back side looks. **NOTE:** Before finalizing your cutting go to step 7 and see how to check your clearance along the way. It is always good to cut too little than cut too much. So plan on repeating step 6 and step 7 until you have a good fit and no clearance issues.

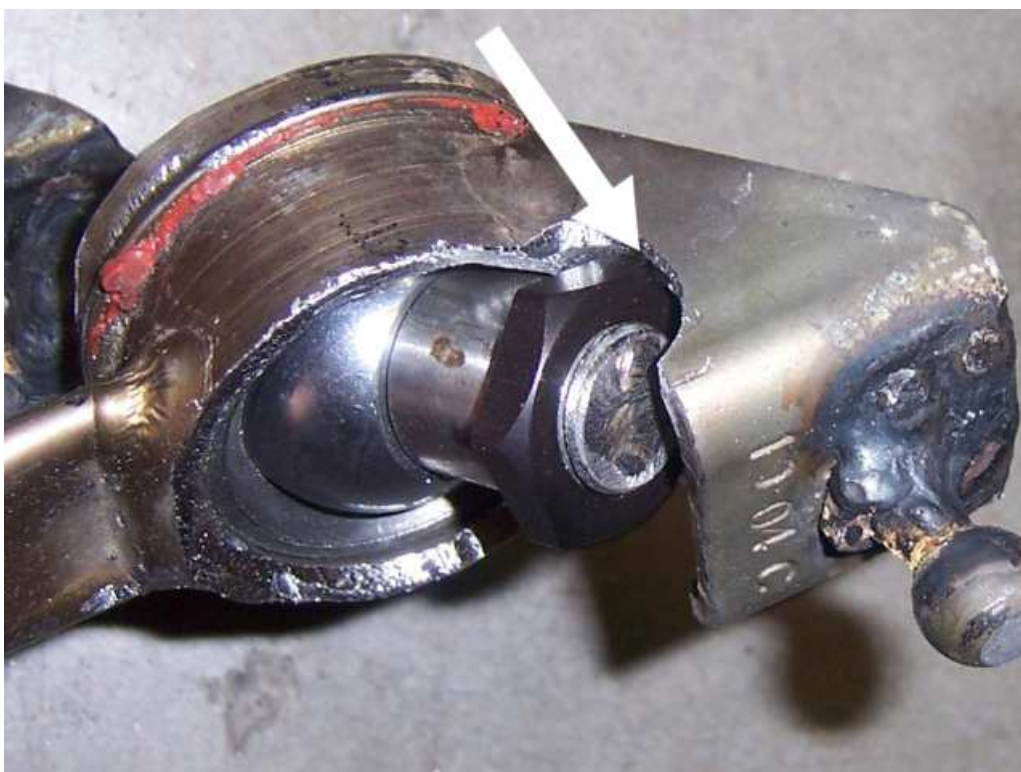


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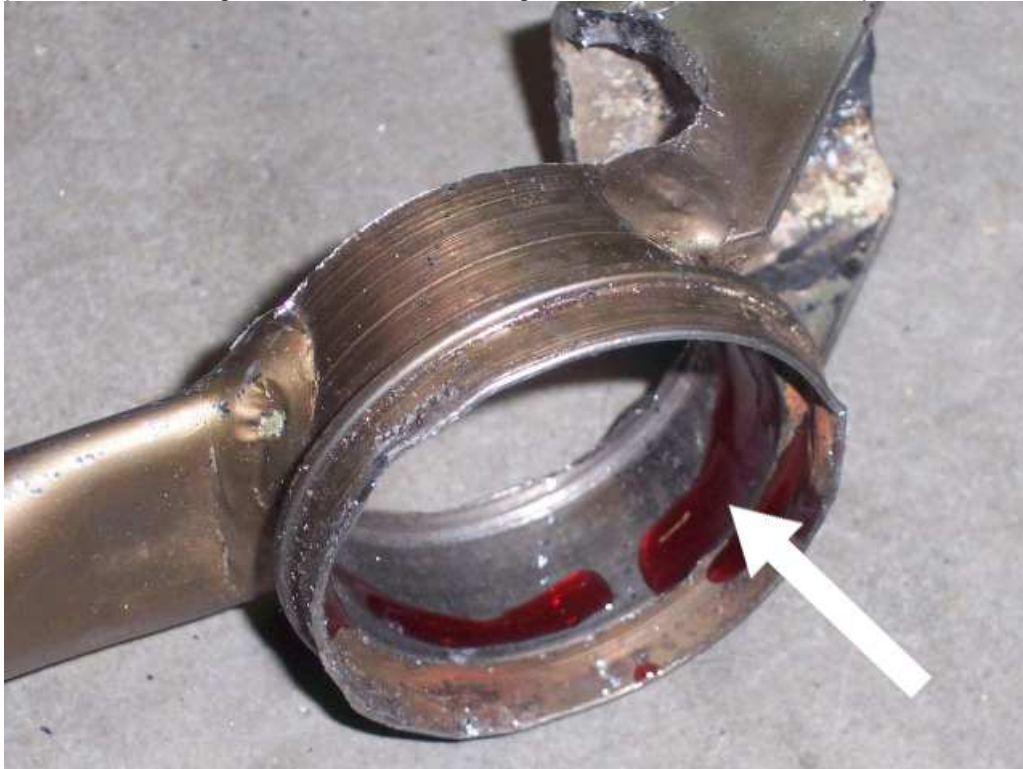
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7. Once you think you have clearanced the linkage rod enough, check the fitment of the linkage and assemble as shown. We HIGHLY recommend you do this check at several intervals along the way so you don't just keep cutting and then end up cutting too much. The next two pictures will show you the two key locations where you need clearance.



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8. Now that everything is cleared properly you need to install the JHM spherical bearing into your modified linkage rod. The first step is to use the supplied Loctite and put some around the inside of the linkage rod. Be careful not to put too much and get Loctite into the bearing which will cause it to bind up if the Loctite is allowed to dry.



9. Now carefully insert the JHM bearing into your modified linkage rod. If excess Loctite squeezes out when putting it in, wipe it away so it won't get onto the ball of the bearing.



10. Now insert the thick washer that you removed from the stock linkage in step 4. Make sure it seats flush to the top of the bearing. If it doesn't do down by hand, feel free to tap it in with a hammer and punch/screwdriver.



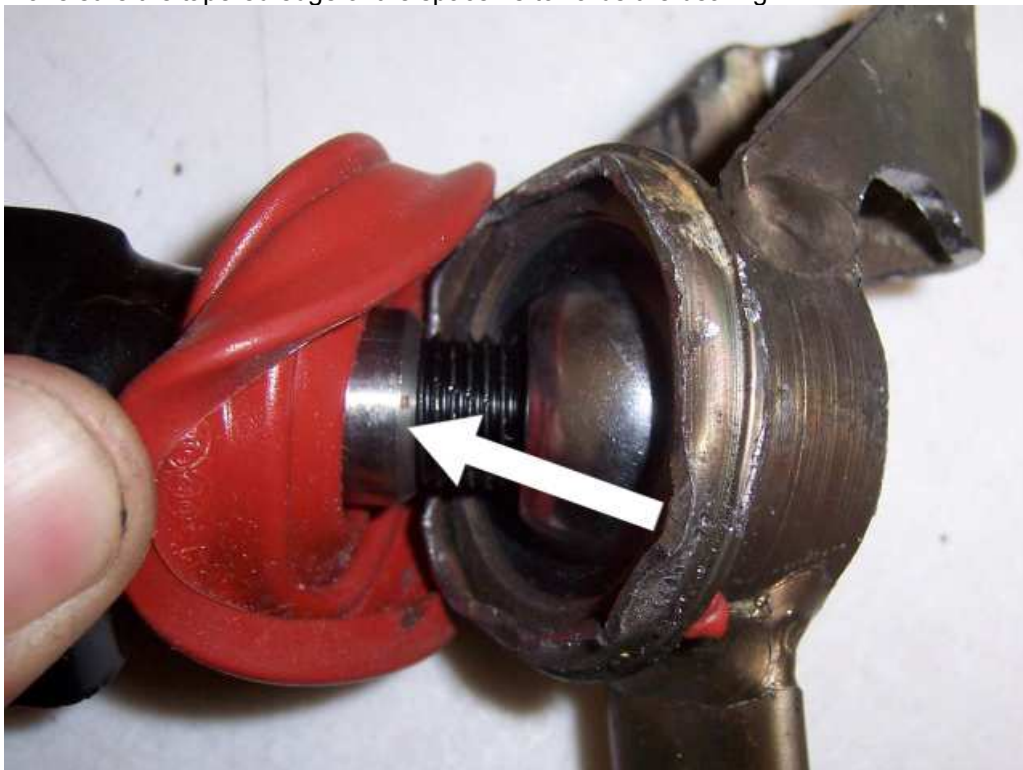
11. Now that the thick washer and bearing are fully installed, you need to now bend the tabs down to hold the bearing securely into the linkage rod as shown, see arrows. To do this we recommend to just use a hammer and bend it over tightly in at least 4 spots.



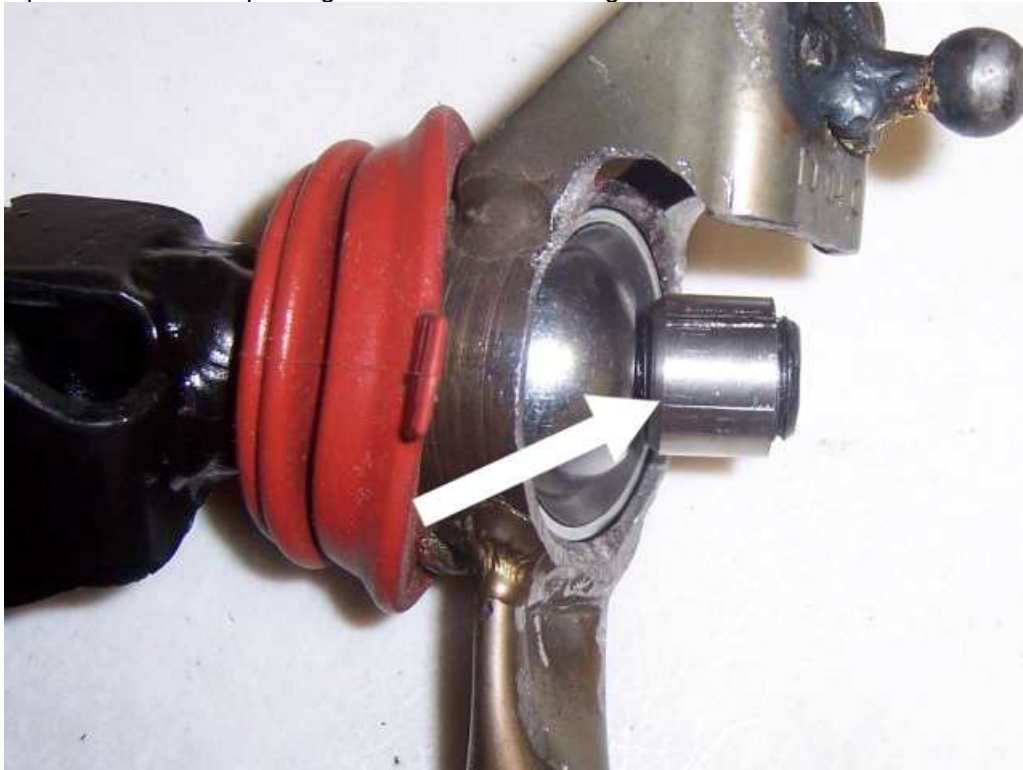
12. Now that the JHM bearing is securely mounted into your linkage rod, you need to now do the final assembly. First you start by sliding one of the two stainless spacers onto the JHM linkage with the tapered side facing outward, see arrow. Then put your original rubber boot on as shown.



13. Next install the partially assembled linkage into the JHM bearing that is in your modified linkage rod. Once again make sure the tapered edge of the spacer is towards the bearing.



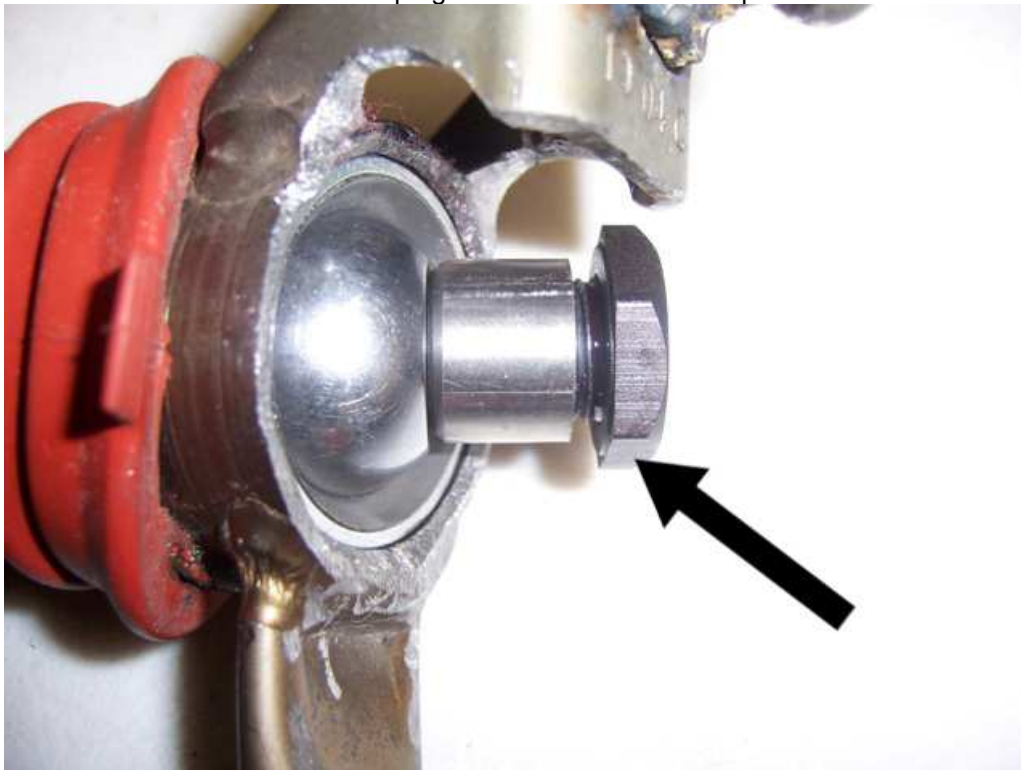
14. Now you will insert the second JHM stainless steel spacer on the end of the JHM linkage while making sure that the tapered side of the spacer goes towards the bearing as shown.



15. Once the spacer is all the way slid on you now need to apply Loctite to the end of the JHM linkage threads that are exposed.



16. Next thread the supplied ½" jamb nut onto the end of the JHM linkage and tighten by hand. NOTE: Make sure it is installed with the flat side down up against the JHM stainless spacer.



17. Now, using a screwdriver to hold the linkage still and a ¾" or 19mm wrench you need to tighten the nut very tight. (about 30 ft lbs.)



18. Once the nut is fully tightened, you now need to pack the bearing with grease inside the boot as shown.



19. Lastly you need to then pull the rubber boot over the lip of the linkage rod. Now you are all DONE with the modifications to the linkage rod.



20. Now reinstall the linkage rod the reverse of how you removed it. You may want to put some grease on the linkage rod to aid in slipping it back through the rubber boot to the shifter box. It is also recommended to use the pull rope with a helper to get it back into the car with the least amount of headache.

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