

# Volkswagen Cabriolet DIY Guide

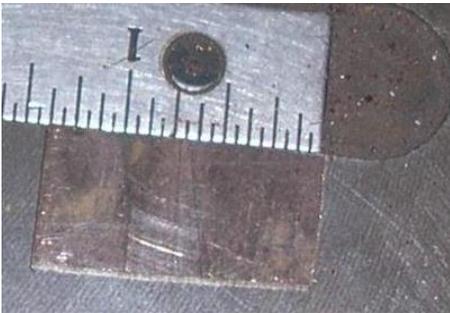
## Repairing Selector Shaft Stop Finger

Has your car all of a sudden lost first and reverse gears? If so, this guide is for you. From the original VWvortex forum topic: <http://forums.vwvortex.com/showthread.php?3536691>.

I lost my reverse gear lockout feature in the Scirocco a while back and got sick of struggling to find gears so I decided to fix it. The problem happens when part of the shift linkage breaks: The long metal shift rod has a bit of plastic molded onto the end of it that acts as a gate to keep you from popping it into reverse accidentally. Naturally, this breaks. Instead of spending \$100 on a new shift rod to solve the problem, I decided I would just fabricate my own solution.

I chose a small piece of brass, a nut, and a bolt. I would have preferred to use bronze, but I haven't got bronze in sheets, and I had brass readily available.

The piece I used was 1/8" thick, and about 1.4" by .5"



I hammered it into an L shape:



Test fitted:



Clamped it together and drilled it:



then I stuck a bolt through it and tightened it up:



One more pic, just 'cuz:

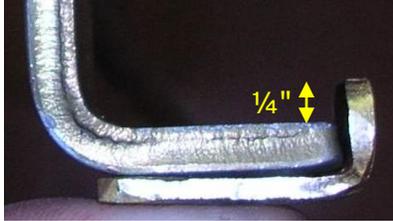


I installed it in the car tonight and took it for a test drive. It performs its job perfectly well. My linkage is still a bit sloppy because my new shift bushings haven't come in yet, but once I get that stuff installed this is going to be a dream to drive.

### Additional notes from *kamzcab86*:

I used a 1/8" thick piece of aluminum (had it in stock), and started with a length of 3" and 1/2" wide. A longer piece gives you more to work with; i.e. it's easier to bend in the vise.

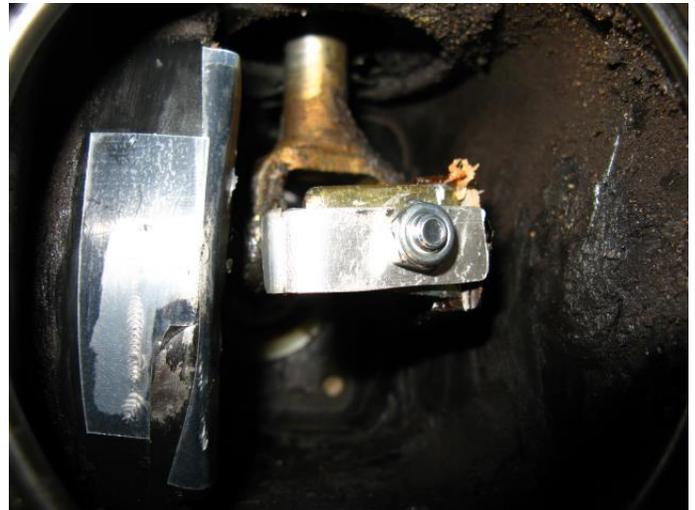
The original plastic finger rose approx. 1/4" above the top of the metal piece. Bend your new metal stop finger so that it too is approximately 1/4" above the top of the metal piece. I bent the aluminum, test-fit it, and cut off the excess. A Dremel was then used to round the corners and smooth the edges.



This job can be performed with the rod still mounted to the car (would be easier off the car, but I didn't care to remove it). I had to carefully remove remaining plastic; used a Dremel to cut a line through the plastic (but not into the metal!), then pried the pieces out. I drilled the hole in the new stop finger approx. 1" from the bent end, positioned it onto the selector shaft, marked the hole with a Sharpie pen, and drilled the hole in the selector shaft.

I used an M6 hex washer head bolt, 1" long with a matching lock nut. If you use a regular nut, be sure to use a liquid threadlocker.

I cleaned up the disgusting, greasy mess on and around the lock gate and then applied UHMW tape to the gate and to the new stop finger (if you don't know what UHMW tape is, Google it). I did this for two reasons: 1) as added metal-on-metal contact protection; 2) as easy, non-messy lubrication so I could do a quick test-drive. [Update 2018: Do **NOT** use UHMW tape! Exhaust heat destroys it and turns it into a gooey mess.] You could also Plasti-Dip the part. A healthy serving of grease was applied once the selector rod was properly aligned.



The new stop finger will eventually be welded to the selector shaft for a more permanent solution, but so far the quick fix is working well. [Update 2018: Could not be welded due to dissimilar metals. A rivet was added instead. Couple years later, repair is still going strong.]

**\*\* Remember, you are responsible for working on your car; Cabby-Info.com, JonnyPhenomenon, kamzcab86, VAG, VWoA, or anyone else are not responsible if anything goes wrong while you are working on, in and under your car! Use this information at your own risk!\*\***