

## VW Vanagon/Syncro Gear selector fork repair kit – fitting instructions

These are general instructions. Please note differences between the 4-speed/syncro and 5-speed.

Please read the following installation instructions thoroughly before beginning. If you have any questions about installation, please contact us at [sales@t3technique.com](mailto:sales@t3technique.com)

1. Remove shift rod/gear lever from the vehicle and remove all traces of the original molded-on plastic tips.  
(Optional – the guide tips can be installed with the shift rod still in the vehicle. This is best accomplished by removing the shift mechanism housing and working from underneath the vehicle.)
2. Clean and degrease thoroughly and allow to dry completely. Ensure all traces of solvent have evaporated before proceeding.
3. Carefully ream the pierced hole in each fork leg with the appropriate sized drill bit or hand reamer: For the 4speed/syncro, this is 5/32". For the 5-speed this is 7/32".
4. **Working on one fork at a time, check the fit of the replacement tips on the fork arms. It will be necessary to file a small radius on the vertical edges of the forks, to enable the tips to slip on. Do not force them or they may crack! They need to be an easy push-on fit, but not loose.**
5. Check that the cross-hole for the alloy rivet lines up properly (use the shank of your reamer or drill as a guide)
6. Repeat operations 3 and 4 for the other fork leg, noting that the 4 speed/Syncro has two different sized tips. Make sure that the correct tip is fitted to the correct fork tab.
7. Once you are satisfied with all of the above, mix the supplied epoxy according to the instructions on the packet and apply to the pocket of one plastic tip.
8. Push onto the appropriate fork and press the alloy rivet into the hole, ensuring that an equal amount of rivet shows out of each side. The rivet is only 0.3mm over-length in total, so the protrusion is slight.
9. Firmly but carefully “set” the rivet down flush to the plastic with either a small, smooth-jawed hobby vice or use a good quality pair of “Vise-Grip” style locking pliers. The type with a smooth area at the open end of the jaws are best, they prevent any gouging of the plastic or alloy.
10. Repeat operations 7- 9 for the other fork.
11. Remove any excess glue, but leave a small fillet around the pocket edges if possible.
12. Note: the smaller angled tip for the 4-speed/syncro may have a tendency to rotate fore/aft slightly as the rivet is set. Take additional care when conducting this operation. We have found that slight misalignment does not adversely affect the shift quality to any significant degree.
13. Allow epoxy to fully cure (working time = 3 hours @ 77°F, full cure = 18 hours @ 77°F)
14. Remove all old grease from the shift mechanism housing. Apply supplied grease to the shifter fork guides as well as the guides in the shift mechanism housing (we have found that the waterproof, PTFE-fortified grease provided gives good performance with plastic components as it was designed for use with POM).
15. Re-fit selector fork/gear lever and shift mechanism housing to vehicle (if necessary).
16. Readjust selector mechanism as required.
17. Drive your Bus!

