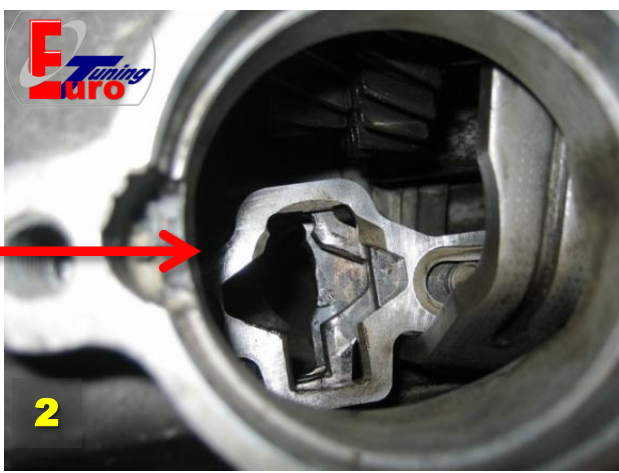
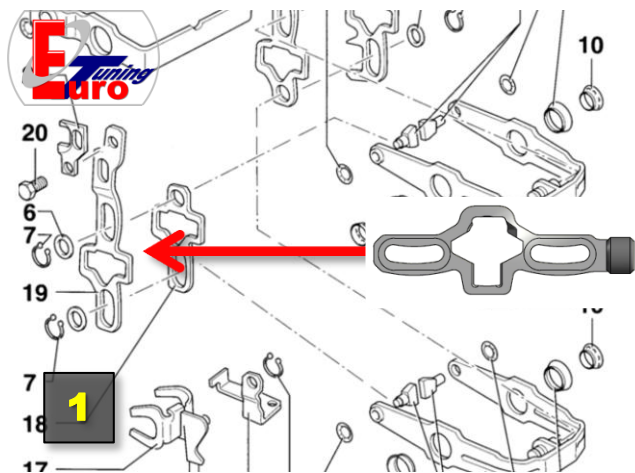


Installation instructions for the EuroTuning 6-gear Conversion Kit



Disassemble gearbox and replace the gear shift rail

Assemble gearbox



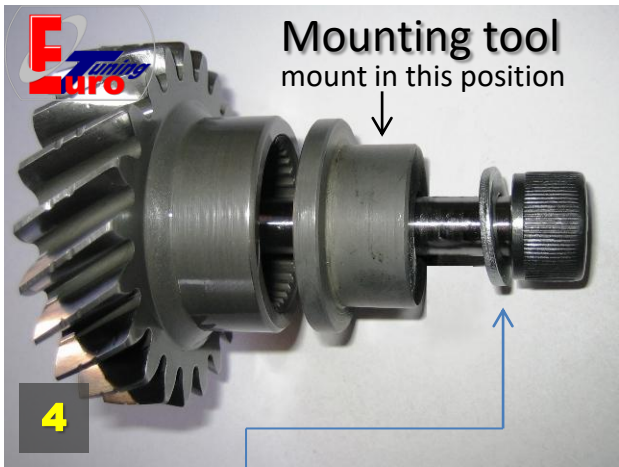
Screw on the gear shift rail extender, secure with glue (blue)



Fit the driven wheel of the 6th gear (knocking over aluminium piece)



No knocking over aluminium piece, but tighten with a bolt and a mounting tool (100 Nm)



When tightening, lubricate the thread and place an M10 washer under the bolt head



Put in needle cage



Fit the 6th gear wheel (bigger one)



Complete synchronizing hub: core, dog gear, 3x locking latches, 2x spring



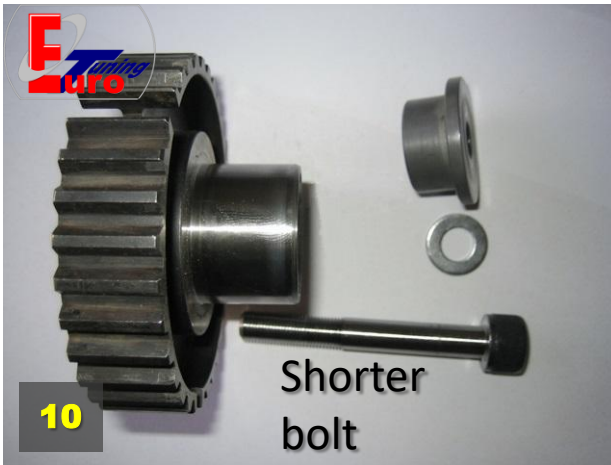
Fit the lower synchronizer ring (connect with the locking latches)



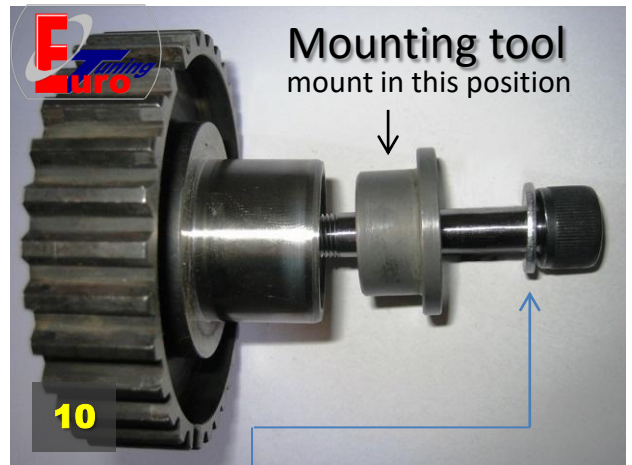
Put synchronizing hub on the input shaft splines



Move the synchronizing hub up to the stop (knocking over aluminium piece)



No knocking over aluminium piece, but tighten with a bolt and a mounting tool (100 Nm)



When tightening, lubricate the thread and place an M10 washer under the bolt head



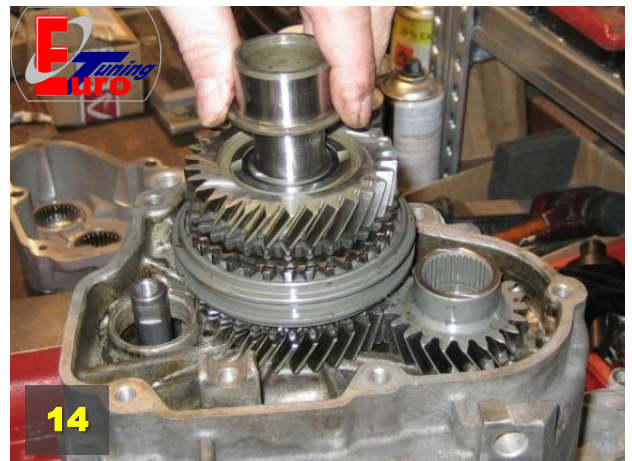
Put in needle cage to synchronizing hub



Fit the upper synchronizing ring (connect with the locking latches again)



Fit the 5th gear (smaller one) to needle cage



Put idler spindle needle cage on the synchronizing hub



Move the idler spindle needle cage up to the stop (knocking over aluminium piece)



Fit driven wheel of 5th gear to splines of driven wheel of 6th gear



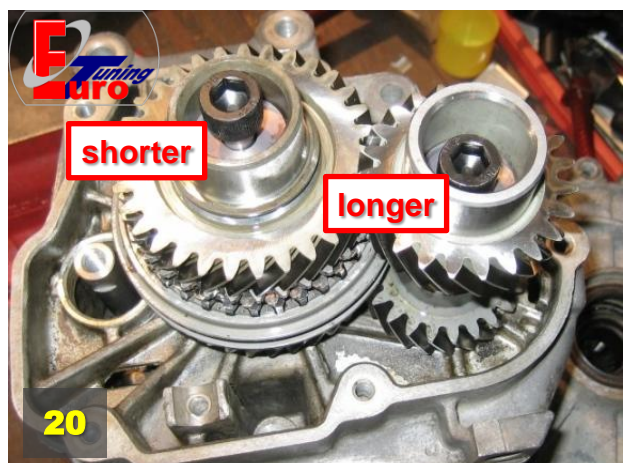
Move the wheel of 5th gear up to the splines - up to the stop (knocking over aluminium piece)



Fit flexible washers to shaft bolts (washer curve directed towards bolt head)



Fix bolts M10x1 with glue (red)
Properly degrease the shaft thread and the bolt before gluing !



Fit bolts M10x1 to shafts



Tighten bolts M10x1 up to 120 Nm



Put selector fork on the dog gear.



Connect selector fork with gear shift rail using the end bolt



Check, whether the dog gear has the same distance to both ends of the synchronizing hub (top and bottom) in idle speed



Adjust the centre position using ground washers between shift rail and selector fork



Apply securing glue (blue) to the end bolt thread and connect selector fork with selector rail by extender shift rail



Centre the position of the selector fork towards dog gear (same space right and left)



Hold extender shift rail with wrench and tighten the end bolt of the shift rail (prevent the selector fork from turning)

The best is to test everything with the aluminium cover, which is only put on, not sealed, without bolts, to shift alternately gears 5 and 6 and try, if it is after shifting a gear possible to move the selector lever in the shifting direction a little, the selector fork will be pressed to the end but will return a little and released after releasing the selector lever. This should be identical with both speeds, 5 and 6.



Lubricate the needle cage in the aluminium cover with oil, put cover to shafts, fix using at least 3 bolts M7x60 and check the gear shift function. A possible collision of the selector fork and cover can be prevented by taking off material inside the cover (in collision area). If all is working correctly, apply sealing compound to the gearbox cover, fit the shafts and screw together with the gearbox using 5 bolts M7x60 (tighten 20 Nm)

Table a. (continued) 02J manual transmission specifications

Code letters	DOY	EBJ	EGR	EUH
Engine application, horsepower	1.9L, 90hp	1.9L, 90hp	1.9L, 90hp	1.9L, 100hp
Ratio: Z_2/Z_1				
Final drive	61:18 = 3.389	61:18 = 3.389	61:18 = 3.389	72:17 = 4.235
1st gear	34:9 = 3.788	34:9 = 3.788	34:9 = 3.788	34:9 = 3.788
2nd gear	36:17 = 2.118	36:17 = 2.118	36:17 = 2.118	33:16 = 2.063
3rd gear	34:25 = 1.360	34:25 = 1.360	34:25 = 1.360	31:23 = 1.360
4th gear	34:35 = 0.971	34:35 = 0.971	34:35 = 0.971	29:30 = 0.870
5th gear	34:45 = 0.756	34:45 = 0.756	34:45 = 0.756	29:39 = 0.744
Reverse gear	18.9 x 36:20 = 3.600	18.9 x 36:20 = 3.600	18.9 x 36:20 = 3.600	18.9 x 36:20 = 3.600
Speedometer drive	13:22 = 0.591	13:22 = 0.591	13:22 = 0.591	13:20 = 0.591
Lubricant (also see table c)	2.0 liters (2.1 qt.) + 0.3 liters			
Capacity	G50 synthetic oil, SAE 75W90			
Specification	G 052 726 A2			
Clutch control	hydraulic			
Clutch disc diameter	219 mm (through 05-00) 228 mm (from 06-00)	228 mm	228 mm	228 mm
Driveshaft flange diameter	100 mm	100 mm	100 mm	100 mm
Ratio, overall in top gear	2.562	2.562	2.562	2.500

Amount of oil: the amount of oil should be by 0.3 l more than the original



Screw out the bolt M8 from the selector housing, cut it according to the Figure and screw it back again