

## Short 5th question

Posted by joeblow - 19 Feb 2013 17:40

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Is the 5th gear out of the turbo box the same as the N/A? That might open up some more options to find these.

Thanks

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## Re: Short 5th question

Posted by Sterling Doc - 30 Aug 2013 18:37

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I will try and remember to take a poll for you, kurt.

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## Re: Short 5th question

Posted by FastTater - 04 Sep 2013 07:47

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I have tried installing the short fifth from my turbo and once installed, the trans is locked in fourth gear. When you upgrade, are you only changing the two bottom gears or the whole top gear group?

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## Re: Short 5th question

Posted by Kurt R - 04 Sep 2013 09:47

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You're changing all the parts in the picture I posted a few posts up - for me it's on page 2. Since you have yours apart, or it sounds like you'll be disassembling it again, can you look inside the "shifting gears" and confirm the turbo is different, there's no oil groove or oil holes?

Thanks.

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## Re: Short 5th question

Posted by FastTater - 04 Sep 2013 11:36

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I changed the "whole" group and followed the write up, but there is something that I am doing that is causing it to lock up in fourth gear. When I mean lock up, once I finish reassembling it is stuck in fourth gear. I am planning on disassembling this weekend. I will make a point to take pictures.

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## Re: Short 5th question

Posted by Kurt R - 04 Sep 2013 14:05

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When the transmission is disassembled it's possible to move the 3-4 synchro hub too far, and those 3 little tabs will jump out of place, making it impossible to move the synchro hub back again. I hope that isn't what happened.

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## Re: Short 5th question

Posted by FastTater - 04 Sep 2013 16:30

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My money is that is what has happened. Any solution or just scrap the transaxle?

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