

A6 Shift Knob Removal

I recently installed a leather A6 shift knob (and other leather pieces) from DownSouth Vettes and thought I would post a few pictures to help anyone else trying to remove their shift knob. The other interior parts are similar to the M6.

The A6 knob can be a bear to remove if it is not aligned perfectly with the retaining ring and they are easily damaged. One of the leather vendors on the Forum told me he did not sell A6 shift knobs because too many were damaged during removal.

As most of you already know, Gerardo's work is superb and well worth the effort needed for installation!

I had previously downloaded GM's instructions for removing the A6 shift knob and thought I was good-to-go when the new shift knob arrived. I sent a desperate PM to talon90 for help when the removal proved more difficult than anticipated. Paul called a friend at the factory and he confirmed that the downloaded instructions were correct. I think Paul has more knowledge about the C6 than anyone else on the Forum and he is always ready to help. If he doesn't know something, he knows someone who does!

A6 Shift Knob Removal from GM: Control Boot Tip

- To remove, grasp boot near shift knob, rotate boot clockwise from 12:00 to 1:00 position. Pull boot down off shift knob.
- To install, push boot onto shift knob. Rotate boot counter-clockwise from 1:00 to 12:00 position in order to secure boot to shift knob.

2 Shift Control Knob

Tip Pull knob up off shift lever. Considerable effort may be required to remove knob from shift control lever.

The engineer who designed the A6 assembly was called more than a few choice names as I tried to follow the removal instruction and nothing budged. I realized later that the A6 shift knob is not difficult to remove **if you know how the knob and retaining ring fit together**. GM's instructions just need a few little "details" added when you try this the first time.

GM's instructions were confusing because the OEM shift boot is attached to the shift knob retaining ring AND the retaining ring should be rotated but NOT pulled down with the shift boot **IMO** (YMMV). The shift boot on my 2008 A6 was attached to the retaining ring with a nylon tie wrap. Unfortunately, you can't see any of this with the parts installed.

The following pictures shows how the shift knob is locked to the shifter shaft and how it can be

removed:

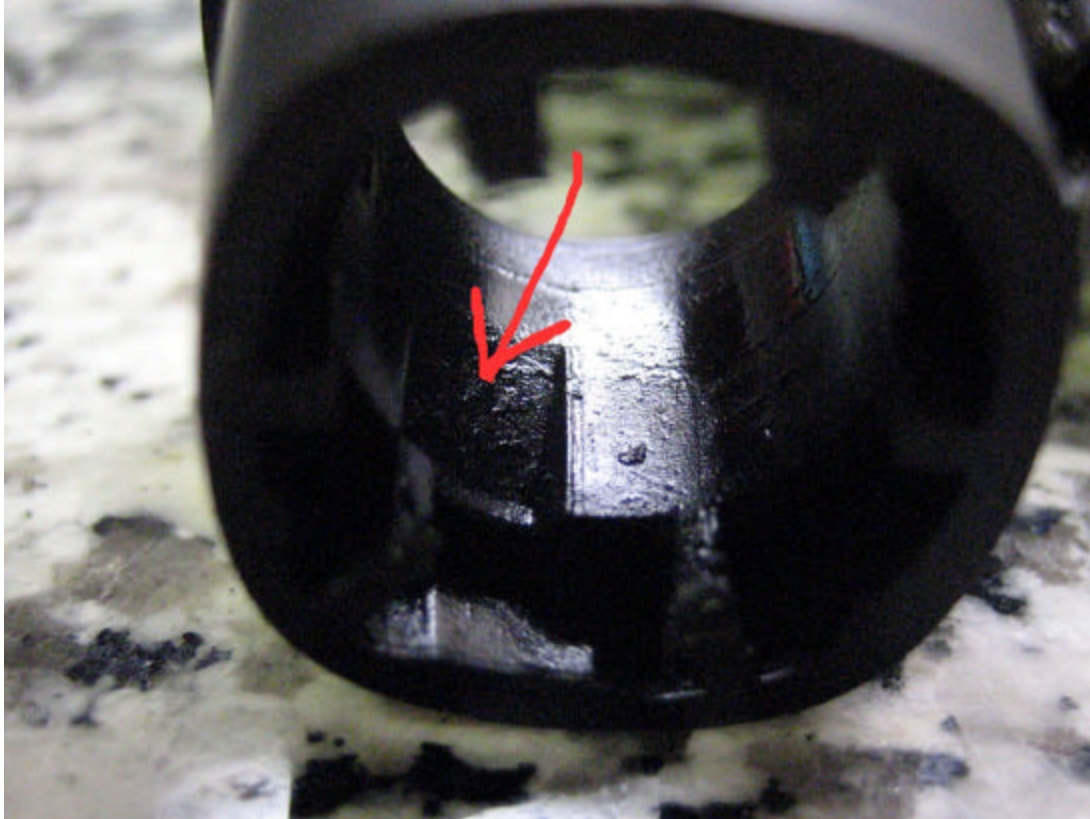
The first picture shows the top of the shift knob retaining ring (shift boot fits over this ring).



If you look carefully you can see the interior posts that align the ring and the channels that allow the shift knob to be removed.



A close-up picture looking from the bottom of the ring shows the two tapered channels cut into the interior of the retaining ring in more detail. These channels allow the A6 shift knob to be removed when the ring is rotated to the 1:00 position. The deepest channel cut is at the bottom of the retaining ring.



This picture shows deep indentations at the base of the retaining ring where the ends of the shifter prongs lock when rotated to the 12:00 position.



The next picture shows the two prongs on the shift knob that lock into the bottom indentations of the retaining ring when it is rotated to the 12:00 position. When the ring is rotated to the 1:00 position the prongs align with the channels and the channels provide clearance for the prongs to be pushed outward as the shift knob is removed by pulling upward. **If you pull down on the retaining ring the ends of the prongs are pulled from the deepest cut of the tapered channels to the shallower ramp and they will not be able to flex outward and will not release properly.**

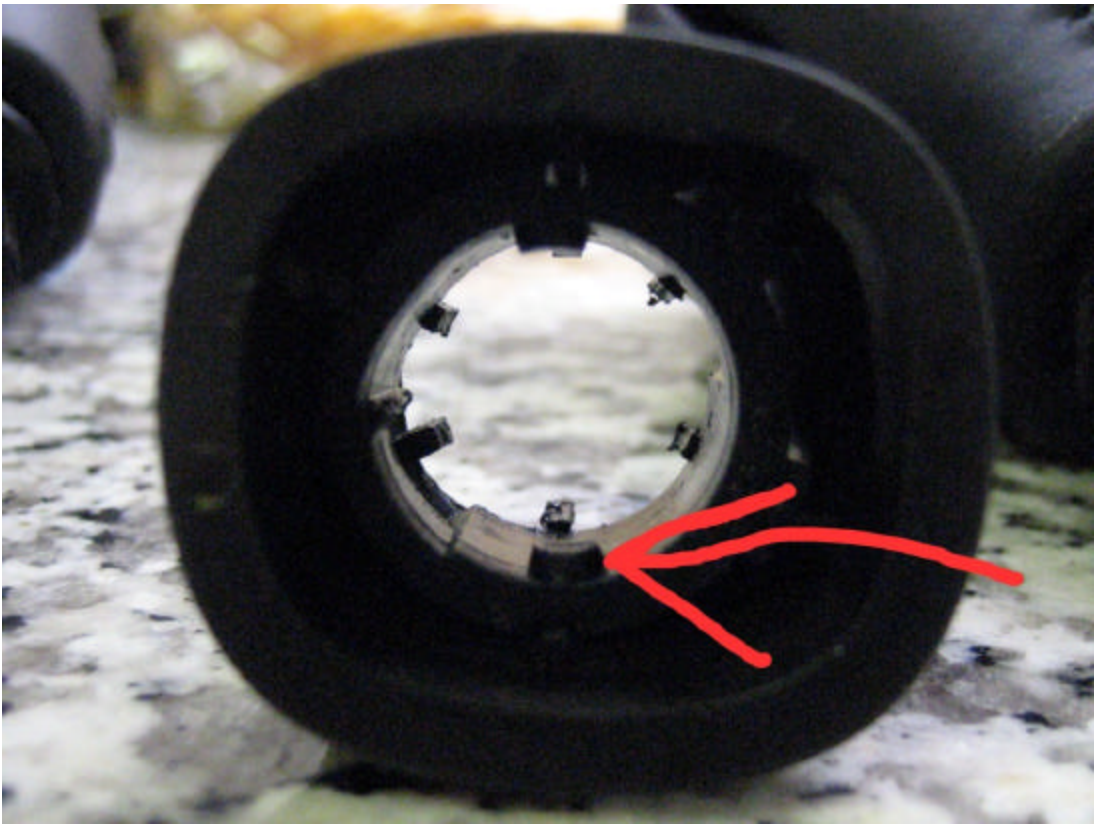
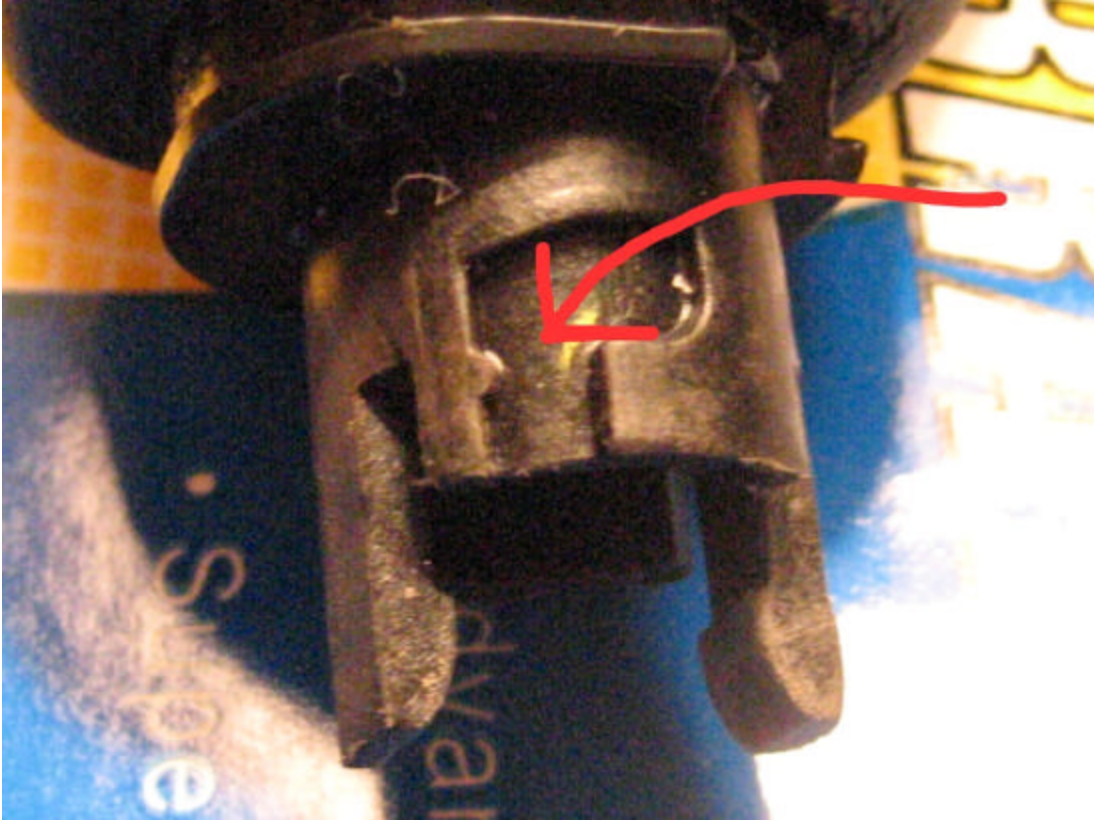
You can see the quality of Gerardo's work in this picture.



This picture shows what happens when you pull down on the shifter boot and retaining ring and apply "considerable effort" while pulling up on the shift knob as mentioned in the GM instructions. Time to find \$100 and call Gene Culley. 😊



Along with the channels, the retaining ring and shift knob have posts and grooves respectively that provide alignment. You can see the groove on the shift knob for the retaining ring post that allows the ring to be rotated from the 12:00 position to the 1:00 position.



With the ring rotated to the 1:00 position and NOT PULLED DOWN, the shift knob can be removed by pulling up with reasonable force. You will be rewarded with the welcome sight of no A6 shift knob! Please note that you see the retaining ring installed in the shift boot in this picture only because I wanted to see how it fit into the new DownSouth boot before I installed the new knob.

Again, you can see the quality of Gerardo's shift boot in this picture.



Installation is easy if you push the retaining ring back onto the knob at the 1:00 position and push both down onto the shifter shaft. Rotate the ring back into the 12:00 position to lock the knob and replace the boot on the ring. **Be careful! The shift knob will also lock on the shaft when reversed (button to the rear). You won't like that although it will still operate.** 😊

This will at least help you visualize the parts that need to be removed.

Installation completed. I will try to post a new picture that shows the quality of Gerardo's work better. He uses a heavy grade of leather as used by BMW and the quality and stitching are excellent.



You can now call Gerardo to order your new seat covers. 🍷🍷😊

I installed a Kenwood DNX-7100 the same time as I installed the leather parts and it has a great navigation system by Garmin. The system shows weather conditions and traffic reports on the navigation map and you can look up conditions for cities along your route (also plays XM, DVDs with great resolution and gives stock quotes. 😊)



Last edited by WHT : 03-09-2008 at 04:11 AM.