



Performance Shifter Cables Installation Guide

991

Hello and thank you for purchasing a set of Numeric Racing's 991 Performance Shifter Cables. This guide includes directions and pictures to help install the Performance Shifter Cables after the shifter is removed.

You will find the cables labeled on both ends. Left cable is labeled L1 and L2, the right cable R1 and R2. Also included are 6 plastic inserts (2 spares) that will need to be attached to shift lever and gear selector posts before attaching the rod ends.

The L1 end represents the reverse cable. This will attach to left side of the shifter (reverse gate) inside the vehicle. The L2 is the opposite end of the cable that will go through the floor and attaches to the transmission bracket (Reverse Selector).

The R1 cable end is the right side cable that attaches to the shift lever. The R2 is the opposite end that will go through the floor attaches to the transmission bracket (Shift Selector).

The transmission side of the cables will always get adjusted first. Make sure to route the cables in the exact same way they came out.

Please refer to NM400 Installation instructions to remove the shifter. There is also 2 videos that need to be watched that demonstrates how to adjust the rod ends.

Purchasing a 27mm Cable Bulkhead wrench will help simplify the installation.



#1. First thing you will need to do is remove the rear backseats. Pull on the back seat pads as they are just held in place with Velcro. Remove the center bolt holding the seats in place.





There are 2 more bolts hidden by the seat belt covers. Pull on the back of the cover first to remove it and pull them out of place. Remove the 2 bolts and take the rear seat out of the car.



Fig 2



#2. Next you will remove the front interior panels by removing the Torx screws. Push the panel forward to remove them from the slots.





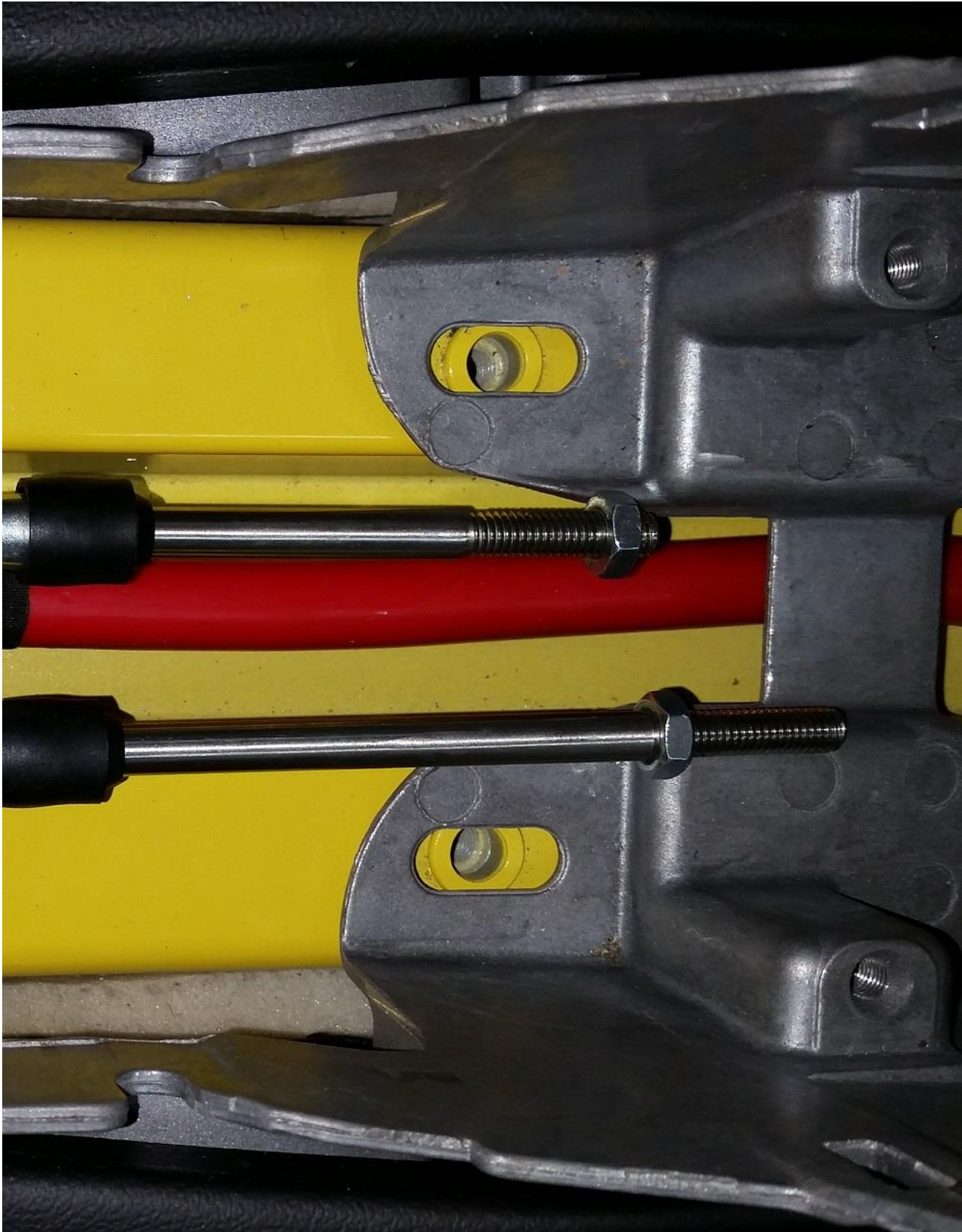
The right panel will have the 12v power source. You can leave it connected and just lay it to the side.



#3. Remove the side trim pieces by pulling in the opposite direction for the front and they will snap out of place. The back is inserted into slots and you have to pull them out of the slots and then you can take them out.



#4. Next you need to remove the Torx screws hold the console in place. The will be (4) on the base of the console and there are several Torx screws holding the front in place.



Pay attention to the gray bumpers and make sure you reinstall them before assembling.



#5. You can now carefully pull the console out of your car and remove the cables. Make sure you disconnect the cables from the transmission brackets and bracket inside the cabin. The rod ends just twist off of the selectors. Push the rubber seal through the floor and pull the cables completely out of the car.

#6. You will need to remove the cable bracket off the transmission and inside the cabin. You will need to grind off the dimples so the cables will sit all the way into the brackets. See pics. Then you will reinstall only the transmission bracket.





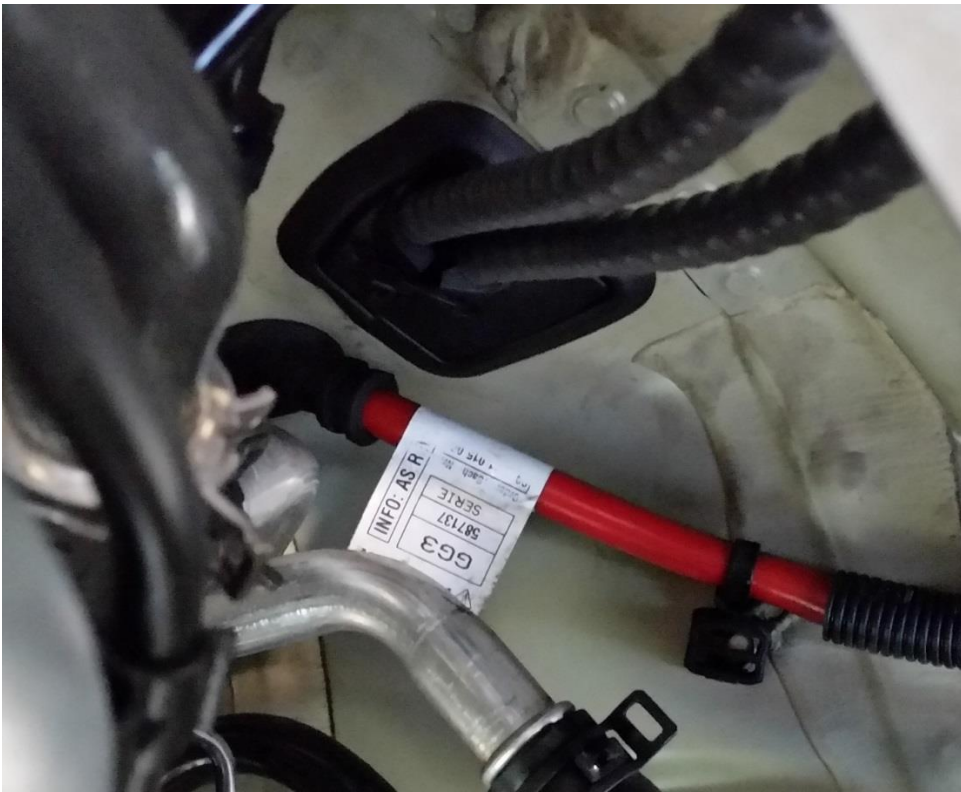
#7. You will need to remove the rubber seal from the stock cables and reuse it. You need to cut it just like the picture and make holes on the side of the cables for the zip tie to feed through. Make the holes perpendicular to the cables so the zip tie will pull it closed properly. See Pics. Used WD40 when installing the seal onto the cables.





#8. Now you need to route the cables through. Guide The cables through the bracket and into the hole. I have seen them routed through the hole on a 991 Carrera S and above the bracket on a 991 GTS out of the Porsche factory. It works both ways. You will need to push the seal up into the hole. Spray it with WD40 so it will slide into place easier and you will be able to push and pull the cables through the seal.





#9. Connect the cables to the transmission bracket and tighten the nuts. I always apply some grease to the threads. Do not connect the rod ends just yet. The shorter selector is the reverse and the longer selector is the shift.



#10. This is the import step. The demonstration videos are on the website and make sure you watch them. It is a GT3 transmission but the procedure is exactly the same. After the cables are connected to the transmission brackets. Move the reverse selector in one direction and in the other direction will require more force to engage. This selector is spring loaded and always returns to center. So you have to hold it in place. Next push and pull on the cable to make sure it will travel far enough to push and pull the selector in gear. Next do the shift selector. This one is not spring loaded and will stay in position. Push and pull on this cable to make sure it travels far enough to

engage the gears. See pics.



#11. There will be a bag of 6 plastic inserts that came with the cables. These will always be attached to the balls on the transmission seletors first. Next you will need to snap the rod ends onto the plastic inserts. If you have to break the connection make sure to use a new insert. Once it is adjusted properly lock the jam nuts in place.

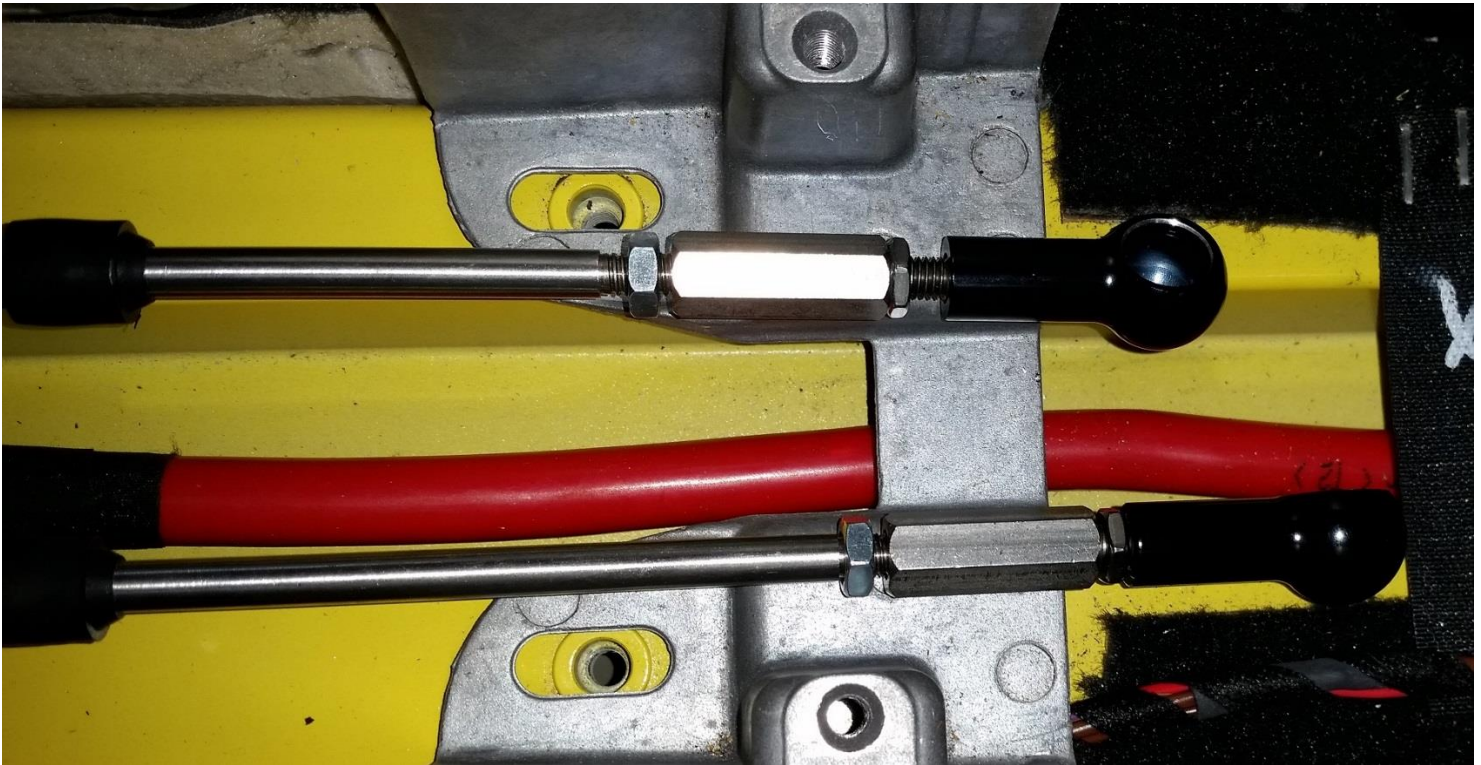




#12. Connect the cables to the bracket inside the cabin but don't bolt it down yet and take the rod ends off the cables. This is so you slip the console back into position.

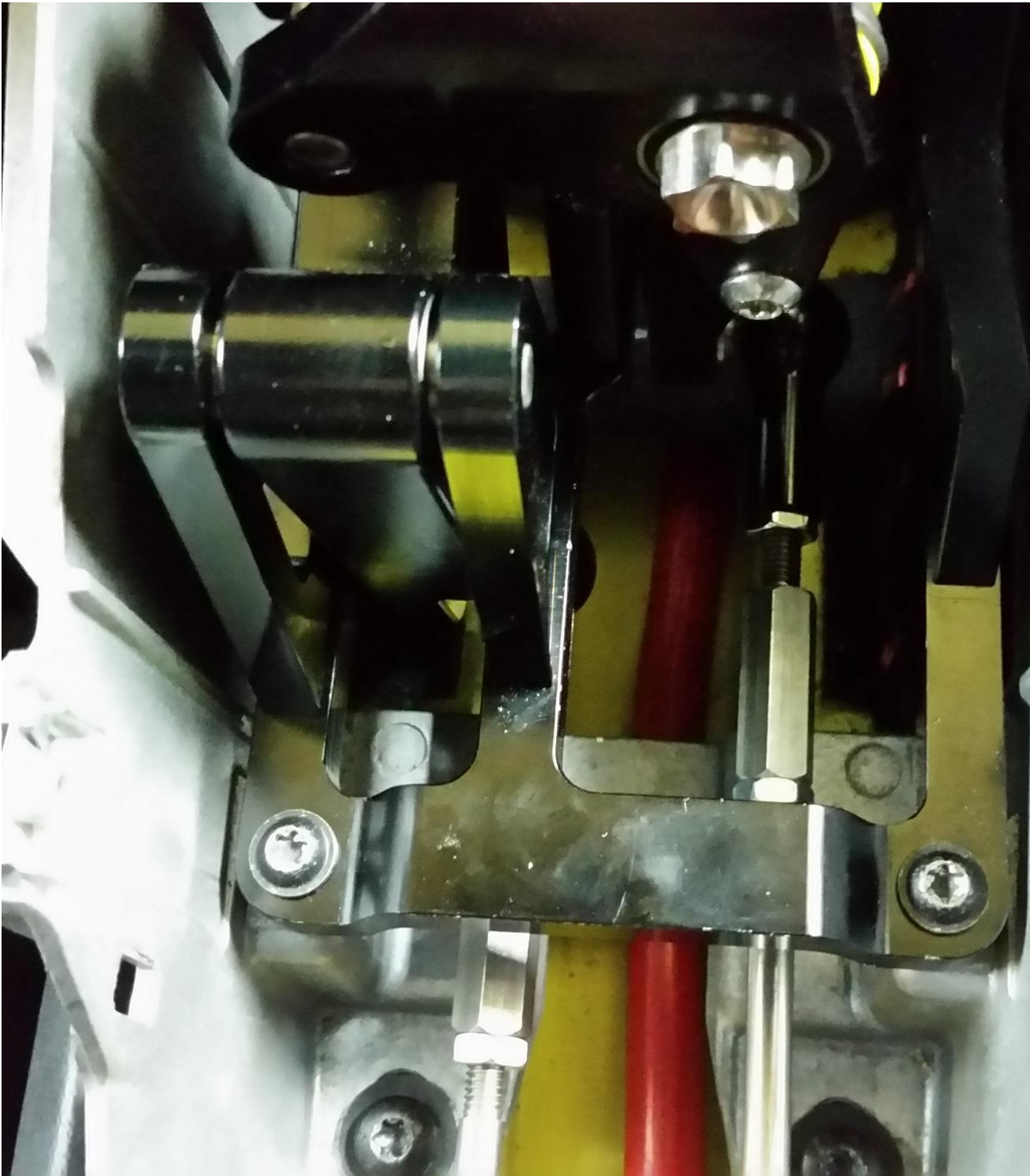


#13. Now you need to slip the console back into place. It is a little tricky sliding it in over the cables. Make sure the longer cable (shift cable) is on the right side. Once it is in place reinstall the rod ends back onto the cable ends.



#14. Now you need to connect the shifter onto the rod ends. Place the plastic insert onto the balls first then snap the rod ends on. For the left cable you will need to adjust the rod end to line up the mount holes for the shifter. Bolt the cable bracket on and tighten the 27mm nuts. Bolt the shifter down.

#15. Adjust the right cable to position the shift lever. I usually adjust it in the middle of the shifter forward/backward movement. You can move the position around just make sure you are able to engage all the gears before locking down the jam nuts. (2) Jam nuts lock the rod ends in place and the other (2) lock the adjusting nut in place. See pic.



#16. You are now ready to reassemble your vehicle in the reverse order you took it apart. Replacing are Torx screws, clips and pieces back to their original position. If you have any questions feel free to call or email.



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