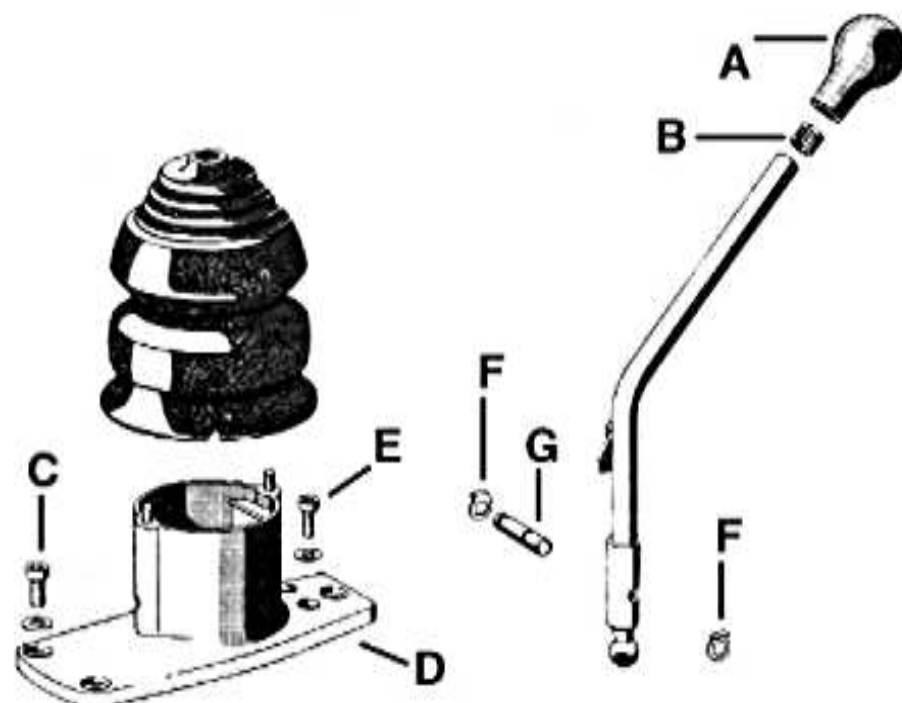
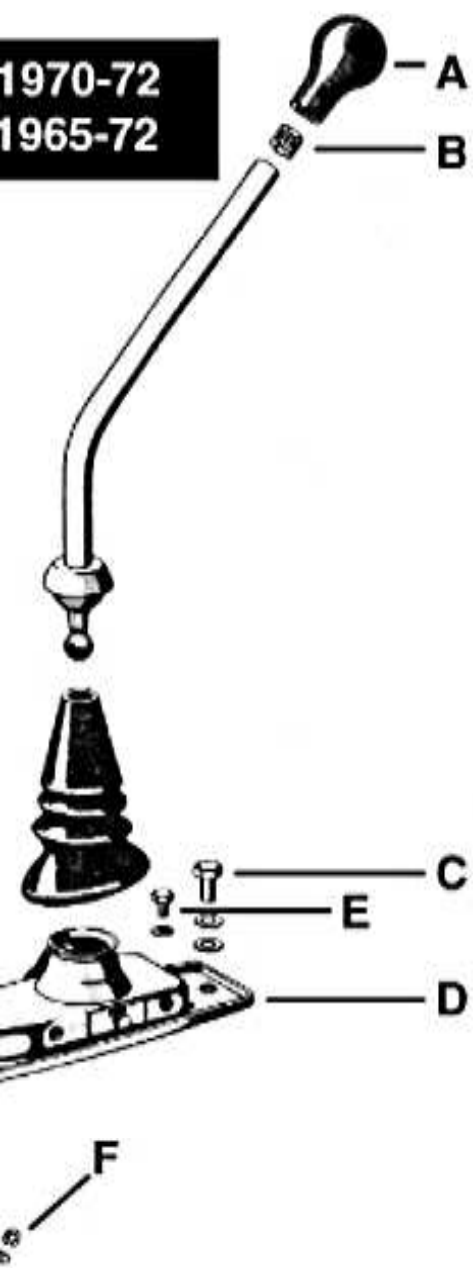
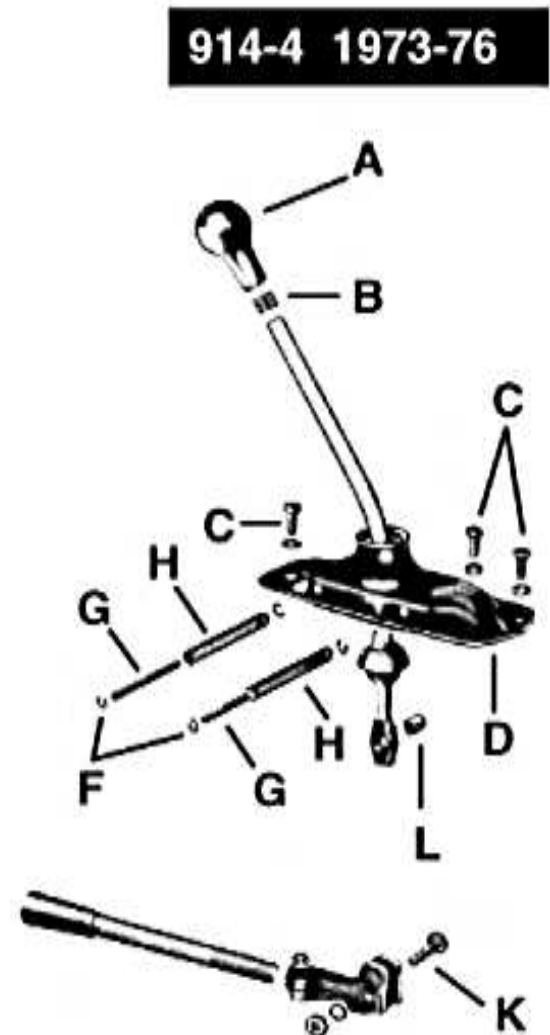


SHORT SHIFT KIT INSTALLATION INSTRUCTIONS



911 - 1972-84
930 Turbo



914-4 1973-76

Refer to the appropriate illustration for your model car.

Remove the shifter knob (A) and retaining ring (B) from the current shift lever; remove the rubber shift boot. Keep these aside to install later. Remove the center console, if one is present, and the carpet piece that covers the shifter tunnel.

Remove the three 8mm bolts (C) holding the base plate (D), and the two 6mm bolts (E), locating the bushing bracket (these are not present on the 1973-76 914, but the retaining bolt (K) and bushing (L) do have to be removed from the late 914's.)

Remove the guide pin snap rings (F) from the end of each pin. Use caution, as the inner springs are under load, except on the late 911 and 930. Remove the guide pins (G) from all cars and springs (H) from the earlier cars. Lubricate the ball end of the new shift lever with molybdeum and replace the old shift lever with the one from the kit. Reinstall the guide pins and springs.

Position the aluminum spacer plate from the kit under the factory base plate, and reattach the the base plate with the new bolts. **Note: On some 1965-68 911,912 there is a bump in the heater lever bracket that is designed to fit into a recess on the bottom of the shift plate and keep the control from rotating. A recess must be drilled in the supplied aluminum spacer plate to accommodate the referenced bump. Also a slot must be machined in the center front portion of the plate so the lever may travel to its closed forward position. Loosely assemble and mark the spacer plate where the machining will be necessary and use a small die grinder or dremel to perform the modifications.**

Replace the carpet, console, rubber boot, retainer ring, and knob. For best performance, you may find adjustment of the shift linkage necessary.