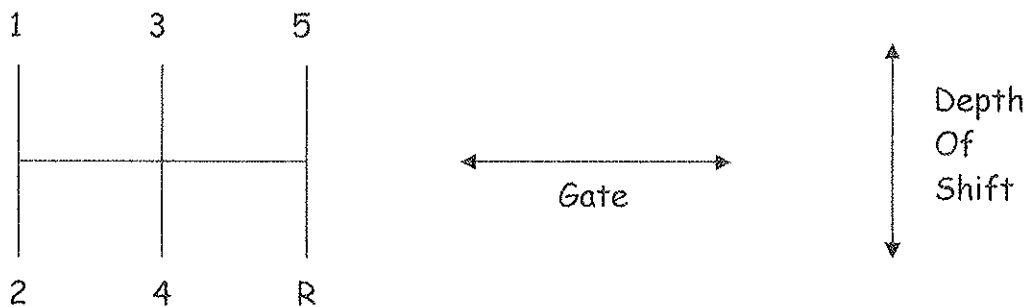


Cable-Shift Instructions 915 Porsche

1. Fabricate the mount for the Cable-Shift box. The shifter box is normally secured by the pre-punched 1/4" diameter holes at the base of the sides. Two through tubes 2-7/8" long are used on the chassis with a single center tube. On a chassis with two center tubes, 1/8" brackets are drilled to match the holes in the shifter box, then welded to the center tubes.
2. Next the gate cable bracket and shift rod coupler are removed from the cables at the transaxle end. The gate cable bracket is secured to the nose cone by five 8mm studs at side and bottom of the transaxle nose cone. The coupler assembly is located on the transaxle shift rod by a 5/16" set screw tightened into the 'dimple' in the shift rod.
3. The shift cables may now be installed along the route defined during the cable measurement and the shifter box is bolted to the shifter mount.
4. The main (larger) cable is passed through the 11/16" hole in the gate cable bracket and is secured by jam nuts on either side of the bracket. The quick disconnect (QD) socket at the end of the cable is then installed over the ball on the shift rod coupler.
5. The gate (smaller) cable is longer so as to approach the shift rod coupler perpendicular to the main cable and should be installed as freely as practical. The gate cable passes through the gate cable bracket and is secured on either side by a 5/8" jam nut and secured to the gate cable bracket by a 1/4" female spherical rod end at the end of the gate cable. When all fasteners are secured adjustment of the shifter can begin. Initial adjustment to 'run through the gears' can be made in the shop before the engine is running. Final adjustments and 'fine tuning' should be made under driving conditions.

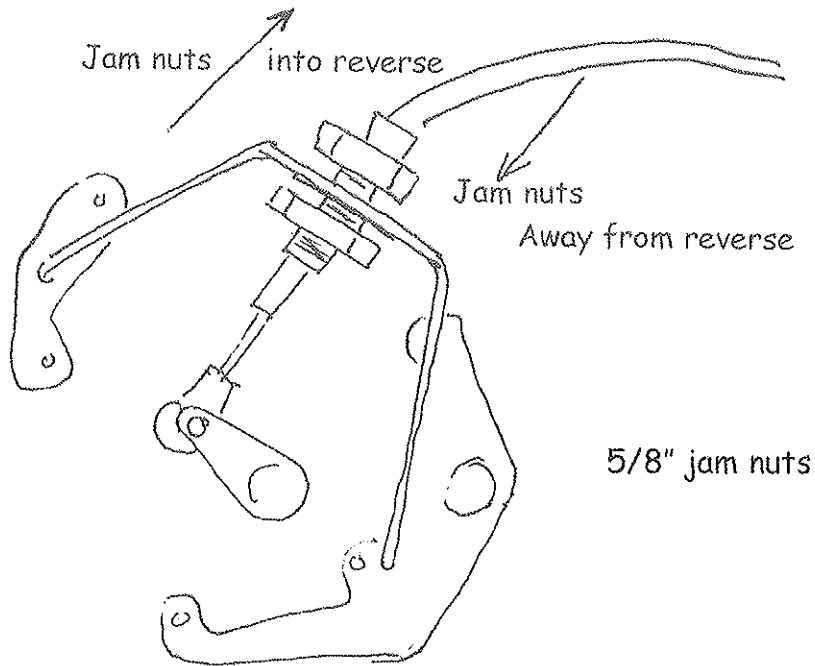
Cable-Shift Adjustments 915 Porsche

1. **Set the depth of shift.** First disconnect the 5/16 quick disconnect socket from the shift rod coupler ball and push the shift rod coupler into 3rd gear (center gate, forward position). Push the shift handle forward into the third gear position as well, now with a minimum of 3/16" of cable end threaded into the quick disconnect adjust the 11/16 jam nuts on the main cable, so the quick disconnect socket fits easily over the shift rod coupler ball. Pull the shift rod coupler back into 4th gear and repeat adjustment until the shift handle functions through the middle of its travel.
2. **Set the gate position.** There are 3 gates in a 5-speed 915 transaxle (4 gates in some 5-speed Porsche transaxles). A gate and depth of shift diagram for 915 5-speed transaxle is shown below:



Pull the shift rod coupler into fourth gear and loosen the two 5/8" jam nuts on the gate cable. Gently slap the shift handle against the Cable-Shift reverse lock out bar. Screw the 5/8" gate cable jam nuts towards on another and finger tighten against either side of the gate cable bracket. The Cable-Shift shifter should be close enough to 'run through the gears'. Shifting will improve when the engine is running and the clutch is depressed. Shifting further improves as synchronizers are worn in.

3. **Fine adjustment of the gate cable.** Fine adjustment of the gate cable is usually necessary after initial test drive, to make a smoother down shift from fifth to fourth and third to second. A diagram is provided to show this adjustment:



Small adjustments (1/6 of a turn) made with both jam nuts makes a noticeable difference. A smooth shift sequence is therefore attainable first through fourth gears and reverse.

When the Cable-Shift shifter has been adjusted to the drivers 'driving style' under driving conditions, tighten all jam nuts, re-tighten bracket fasteners and recheck shifting sequence.