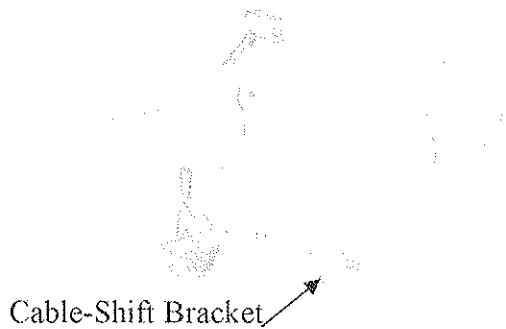
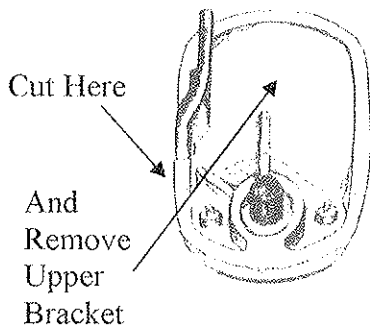


Cable-Shift Instructions 914 Porsche

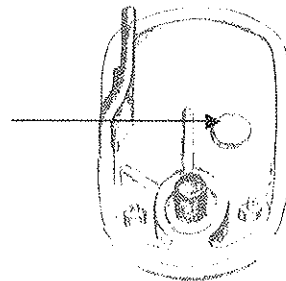
1. Fabricate the mount for the Cable-Shift box. The shifter box is normally secured by the pre-punched 1/4" diameter holes at the base of the sides. Two through tubes 2-7/8" long are used on the chassis with a single center tube. On a chassis with two center tubes, 1/8" brackets are drilled to match 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 three 8mm bolts at side of the transaxle nose cone. The coupler assembly is located on the transaxle shift rod by a 5/16" set screw tightened into the shift rod through hole previously used for stock roll pin. Note: Stock transaxle shift linkage arm and roll pin must be removed and linkage bracket modified to accept gate cable.



Or Drill 1"
Dia.

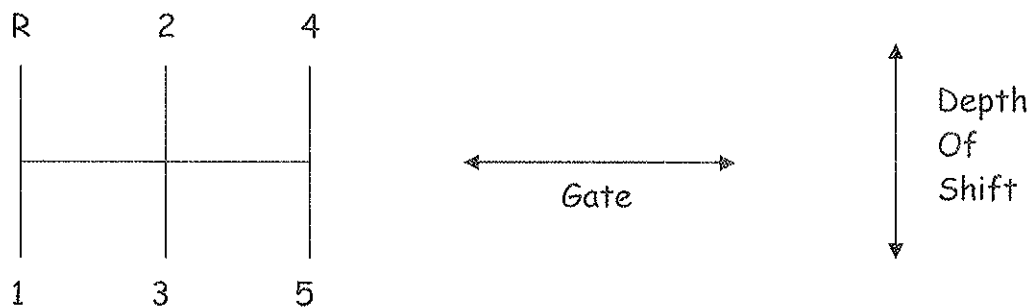


3. The shift cables may now be installed. The main (longer) cable wraps 180 degrees behind the transaxle; the gate (shorter) cable ascends vertically to meet the main cable, the cables then run parallel along the route defined. The gate (shorter) cable is passed through the 5/8" hole in the gate cable 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.

4. The main cable is longer so as to approach the shift rod coupler from the rear of the transaxle and should be installed as freely as practical. The main cable is secured on either side of the bracket by a 5/8" jam nut. The end of the main cable is attached to the coupler arms by a 1/4" bolt through the 1/4" female rod end. (Note: see Adjustments #1.) 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.

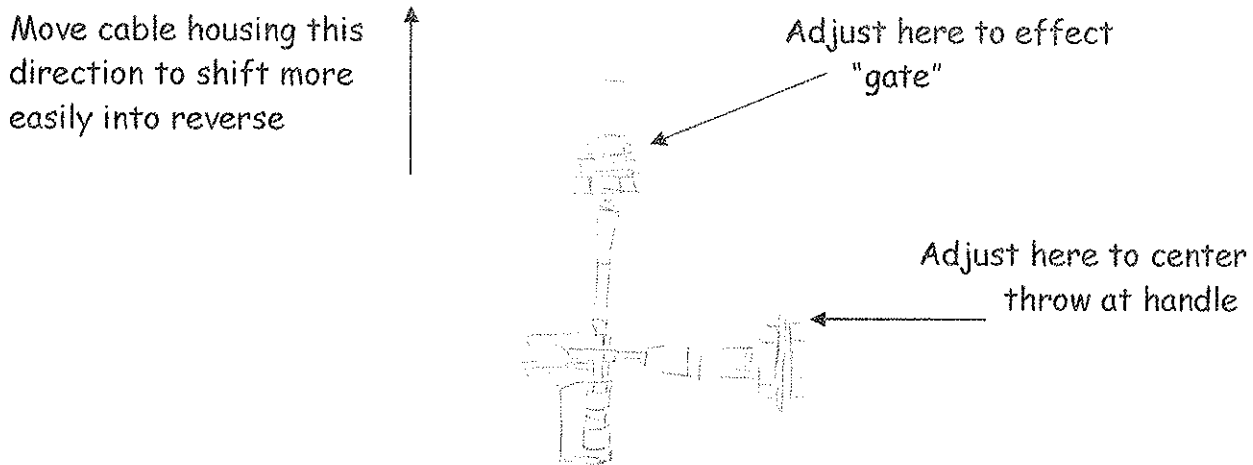
Cable-Shift Adjustments 914 Porsche

1. **Set the depth of shift.** First disconnect the $\frac{1}{4}$ " rod end from the shift rod coupler arms and rotate the shift rod coupler into second gear (center gate, rearward position). Pull the shift handle forward into the second gear position as well, now with a minimum of $\frac{3}{16}$ " of cable end threaded into the $\frac{1}{4}$ " rod end, adjust the $\frac{5}{8}$ " jam nuts on the main cable, so the $\frac{1}{4}$ " rod end fits between the shift rod coupler arms, and the $\frac{1}{4}$ " bolt can be easily inserted through the coupler arms and rod end. Then, remove the $\frac{1}{4}$ " bolt, rotate the shift rod coupler counter-clockwise (into third 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 914 transaxle. A gate and depth of shift diagram for 914 5-speed transaxle is shown below:

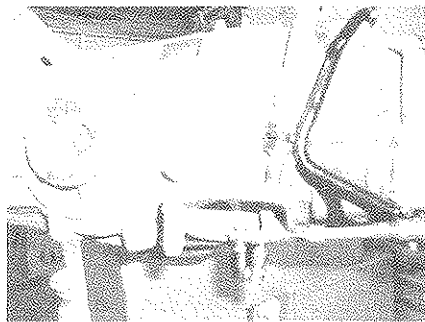


Rotate the shift rod coupler into second gear, loosen the $\frac{1}{4}$ " jam nut on the gate cable and disconnect the socket from its ball. Tighten the $\frac{5}{8}$ " jam nuts at the gate cable bracket, then gently slap the shift handle against the Cable-Shift lock out bar. Adjust the gate cable quick disconnect to fit onto its ball and re-tighten jam nut. 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 fourth to third and second to first. A diagram is provided to show this adjustment:



Small adjustments (1/6 turn) made at the gate cable quick disconnect makes a noticeable difference. A smooth shift sequence is therefore attainable, first through fifth gears and reverse.



4. 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.