



Shifter and Performance Shifter Cables Installation Guide 996/997

Hello and thank you for purchasing Numeric Racings Performance Cables. This guide will help you with the removal and installation of your new Shifter and Performance Shifter Cables.

Always disconnect your negative battery cable when working on your car.

First remove the console:

Tools Needed

T20 Torx Driver

T25 Torx Driver

T27 Torx Driver

Needle Nose Pliers

5MM Allen Wrench

#1. Open up your center console storage compartment and remove the rubber mat and remove the 3 T20 Torx screws. Next remove the plastic cover to expose the final screw and remove it. Then disconnect the wire connectors. Make sure to keep the Torx screws with the parts that they belong to as not to mix them up.



#2. Remove the cover in front of the emergency brake handle by pulling up on the front first and remove the Torx screw.



#3. Next slide the ashtray cover off by pulling it straight up.

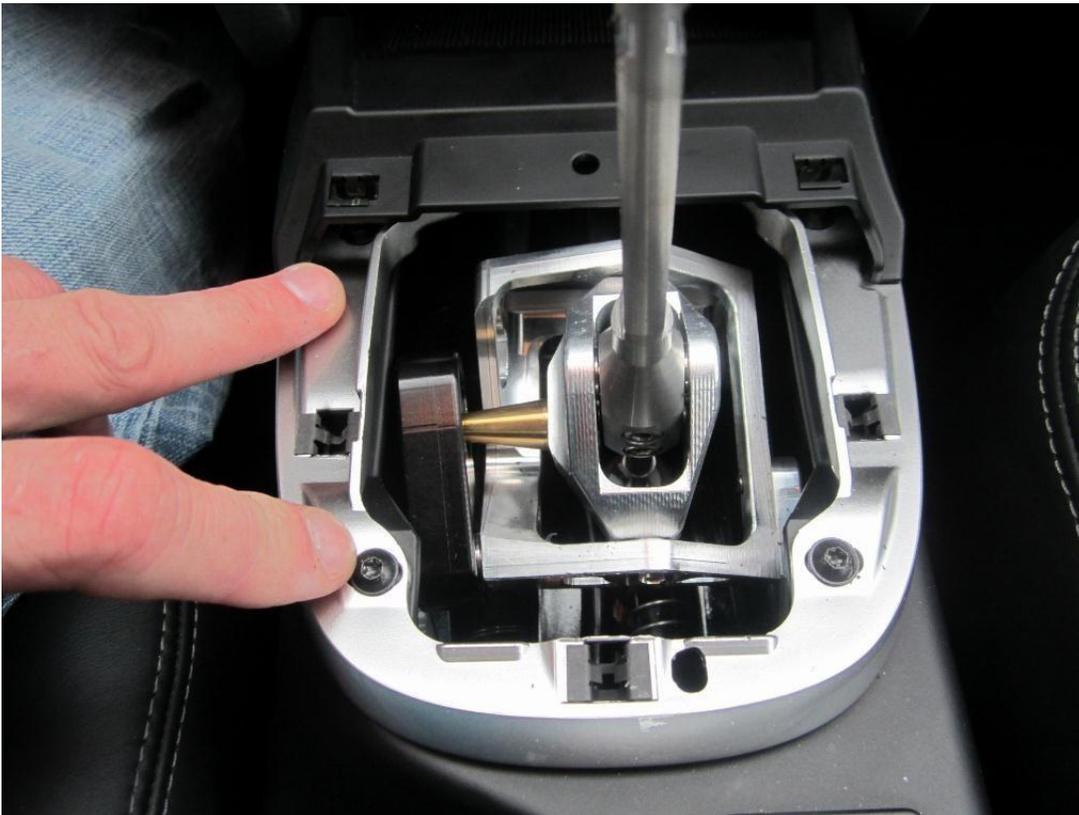


#4. Now you need to remove the shifter boot by pulling up on the front first to not break the tabs off. It will just pop out of the tabs. Then you have to turn the plastic lock under the boot 90 degrees. Pull up on the knob and it will slide off.





#5. Remove the 4 Torx screws holding the shifter trim on. You will have to pop 2 snap clips out to expose the 2 other Torx screws. Pull the trim off.





#6. Locate the 2 carpeted kick panels in the very front of the center console and remove the 2 T27 Torx screws. This then exposes the 4 T20 Torx screws holding the radio side panels on. Pop the radio side panels off by pulling forward.

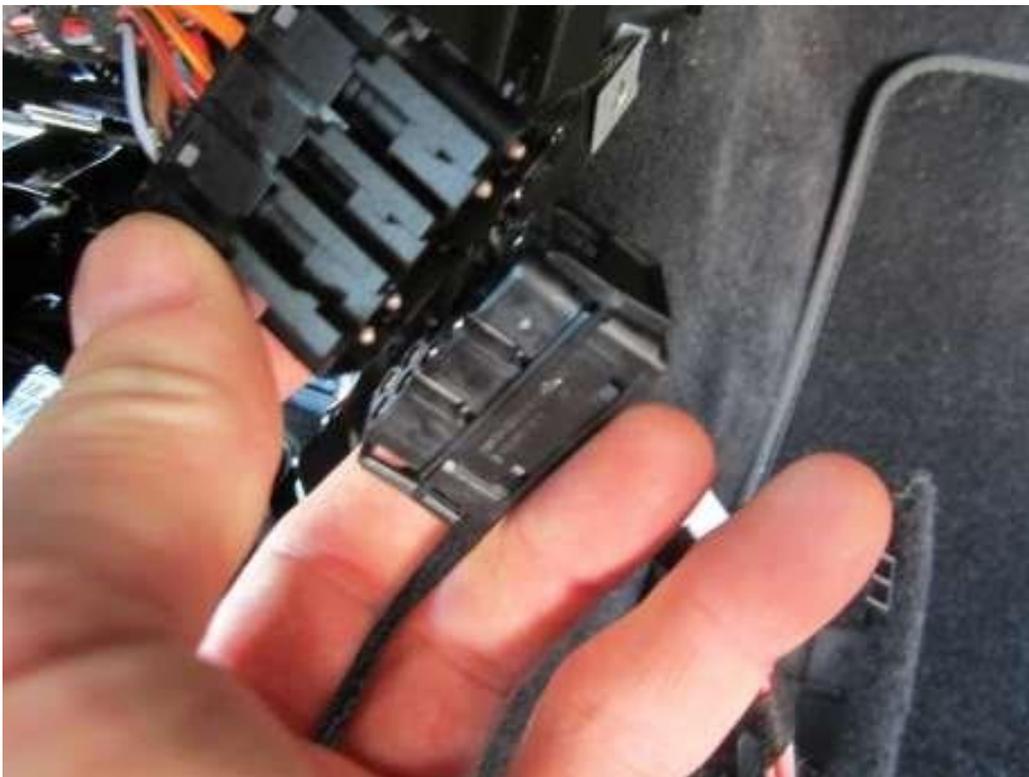




#7. Remove the T20 Torx screws holding the very front of the console on. Next remove the 2 T20 Torx screws holding the storage tray on just below the radio. Pull the storage tray out by pulling it straight out. Last remove the one T20 Torx screw under the storage tray holding the console in.



#8. You are ready to pull the console out but first locate the wire connector on the inside right front of the console and disconnect it. Have the emergency brake handle pulled up. Pull the console up and out of position. You may have to remove your seats depending on which seats you have. Recaro style race seats that wrap around your head will need removal.



#9. Now that you have the console out you will need to pop the 2 metal retaining clips off of the cables.



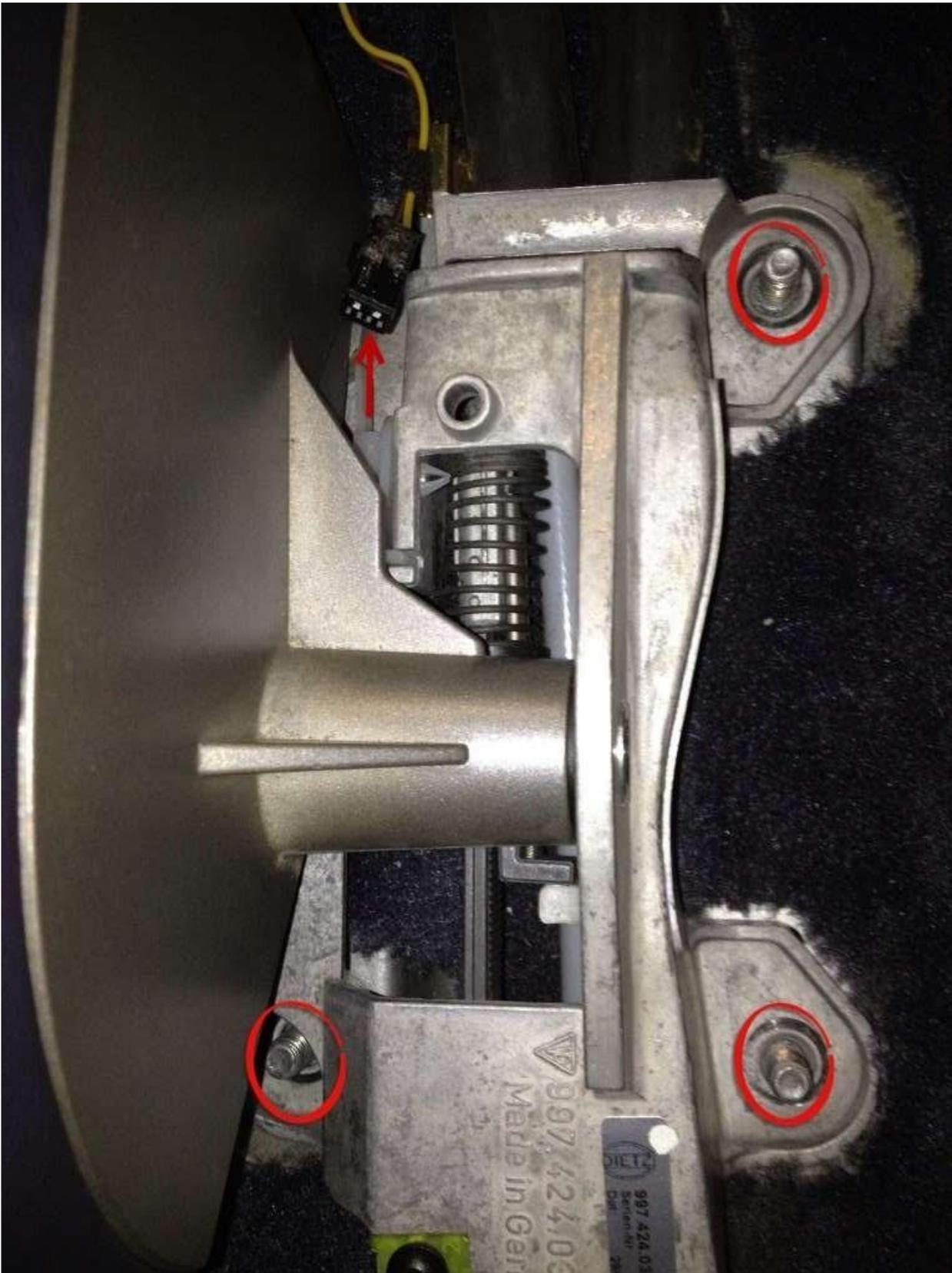
OEM shifter cables extraction



#11. Open bayonet locks at shift and selector linkages by pushing up (compressing the springs), then rotating clockwise to secure in the open position. Pull the cables out of the rod ends and pull them out of the shifter housing.



#12. Place the cables to the side and remove the (4) 10mm nuts. You can now remove the stock shifter.



#13. Remove the (4) nuts securing the parking brake, one located on each corner. Those that are on the handle side are a bit tricky. The front nut requires the handle to be as upright as possible. While the handle will need to be down to access the rear nut. (tip: the brake cable and spring will be under tension, press the handle button in while removing/installing mechanism.)



#14. Push the emergency brake cables out of the support bracket and remove them from the slots to disconnect them.



#16. Begin pushing the shift cables through the opening one at a time. Make sure you disconnected the cables from the transmission selectors. You disconnect them the same way that you did from the shifter and twist the rod ends off.

Installation of New Cables



Numeric Racing Cables

#1. You will find that the cables are labeled. The left cable is labeled L1 and L2. The right cable R1 and R2. The L1 is the rod end with the ball bearings and attaches to left side of the shifter (reverse gate) inside the vehicle. The L2 is the opposite end and attaches to the transmission bracket. The R1 is the right side cable that attaches to the actual shift lever. The R2 is the opposite end and attaches to the transmission bracket. Always connect and adjust the transmission side first. There are 2 videos on the website demonstrating how to adjust the rod ends. It is very important that it is done properly.



#2. You will need to remove the rubber grommet off of the stock cables and install it on the Numeric cables. Simply cut it with a razor blade. Also remove the rubber insulation and transfer to new cables. Cut it in a spiral so you won't need to zip tie it on. (Not necessary to use however recommended for noise reduction). Everyone's car is different and you may or may not experience any noise. We also sell silicone tubing which you can insulate the cables with.



#3. You will need to guide the cables through the hole in the floor. Make sure to guide them the exact same way they came out. Jam the rubber grommet into the hole. Spray with WD40 and jam it all the way into place.



Example of the proper way to route the cables.



#4. Connect the cables to the proper slots on the transmission bracket and to the brackets on the shifter. The top is the reverse and bottom is the shift. Do not connect any of the rod ends to the transmission or shifter just yet. See pics. Make sure you have bolted the shifter in place.



Note the right cable on the shifter will have the longer support tube.



#5. This is the import step. The demonstration videos are on the website and make sure you watch them. 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. Once it is adjusted properly lock the jam nuts in place. See pics!





#6. There will be a bag of 5 plastic inserts that came with the cables. These will always be attached to the balls on the transmission selectors 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.

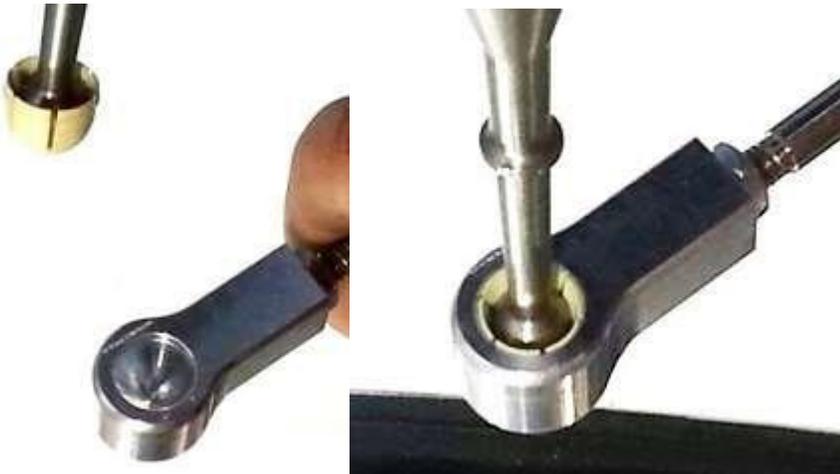


#7. Now you will need to install the shift lever by placing The 2 spacers on the inside of the bearings. You can use some grease to hold them in place. Slide the shift lever in and push pin through to desired throw position. Tighten the 8mm Flange nut and **USE LOCKTITE to prevent it from coming loose**. See Pics.

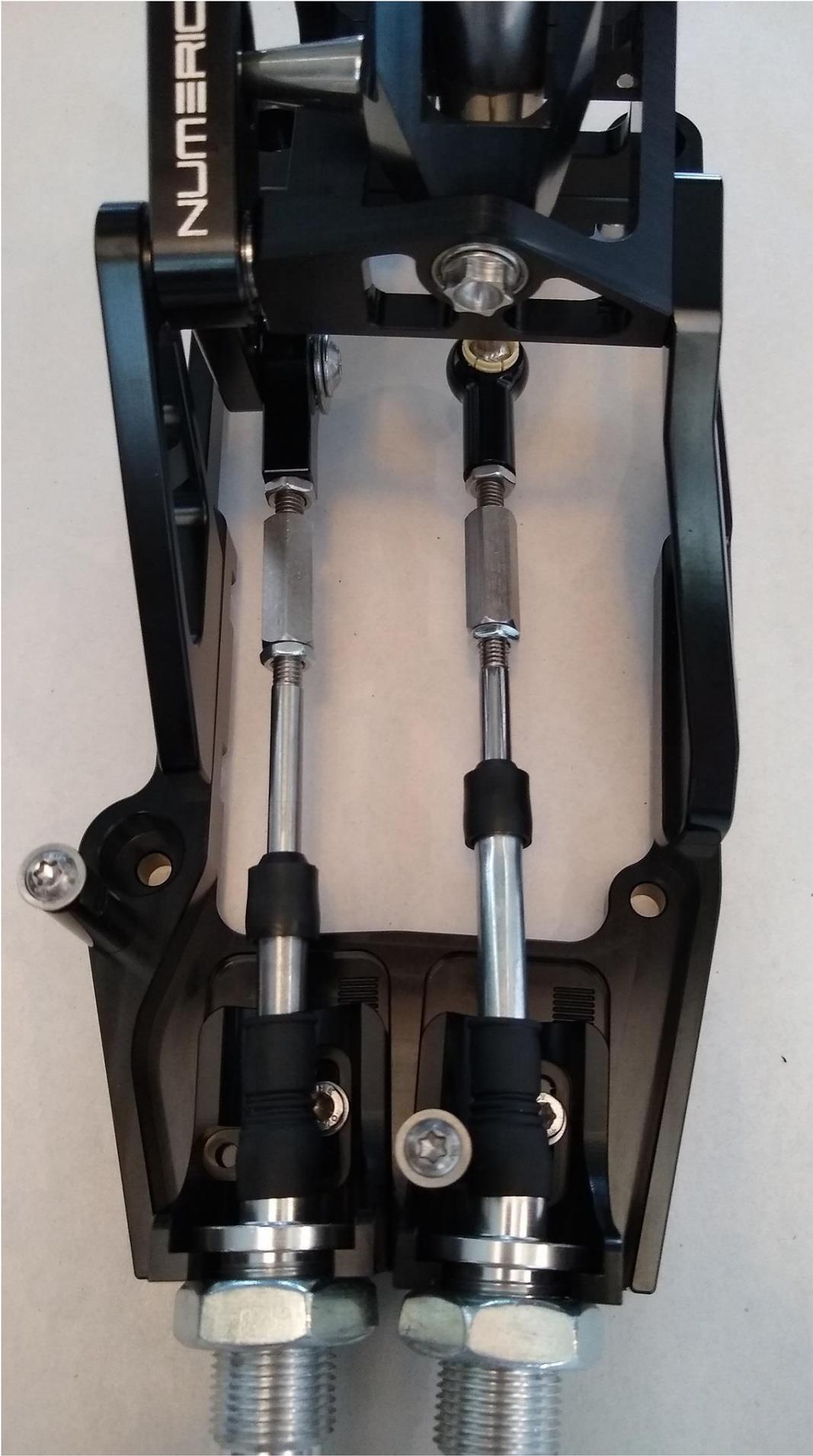




#8. Now you are ready to connect and adjust the rod ends onto the shifter. The left cable simply slides on and use the supplied T25 Torx screw and washer to attach. The right cable will snap onto the rod end. Make sure to place insert on ball of shift lever first. It will be easier to install if you take the shift lever off the shifter and hit it down with the palm of your hand.



#9. Next reconnect the shift lever and adjust the shift lever position. Simply turn the Stainless adjusting nut by turning it to the desired position. I always place the lever vertical. You do have room to lean it in any direction but if you go too far you may not engage the gears properly. Lock the jam nuts in place properly once you have the desired position. See Pic for example.



If you are going to run the shifter in the shortest throw position (Shift lever in top hole). You will need to cut away a piece of the carpet so the rod end does not rub on the carpet. This will be hidden under the console and will never be seen. The Majority of people run the shifter it in the middle position.

#13. Make sure to connect the console to the Numeric console mounts. There are 3 Screws provided but you will only use 2 of them depending on the location of the mounts. Screw the front console mount down first and the other when you reinstall the center console. You will use a T25 Torx wrench for these screws.

#14. Now all you have to do is reinstall the console in reverse order you took apart. Make sure you connect all the wire connectors and replace all Torx screws to their original location. When installing the shift knob I usually install it when it is off the shift housing. Spray some WD40 on the handle and make sure it snaps into the groove of the lever. I will hit it down with the palm of my hand.



If you have any questions feel free to call or email.



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