

Performance Shifter Cables Installation Guide

986/987

Hello and thank you for purchasing a set of Numeric Racing's 986/987 Performance Shifter Cables. This guide includes directions and pictures to help install the Performance Shifter Cables after the console is removed.

You will find the cables labeled on both ends. Left cable is labeled L1 and R2 and the right cable R1 and L2. Also included are 5 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 rod end with the ball bearings. This will attach to left side of the shifter (reverse gate) inside the vehicle. The R2 is the opposite end of the cable that will go through the rear firewall. Crosses over to the right side of the motor and attaches to the transmission bracket (Reverse Selector).

The R1 cable end is the right side cable that attaches to the shift lever. The L2 is the opposite end that will go through the rear firewall. Crosses over to the left side of the motor and connect to the transmission bracket (Shift Selector).

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

Please refer to NM100 Installation instructions to remove console and shifter. There is also 2 videos that need to be watched that demonstrates how to adjust the rod ends.

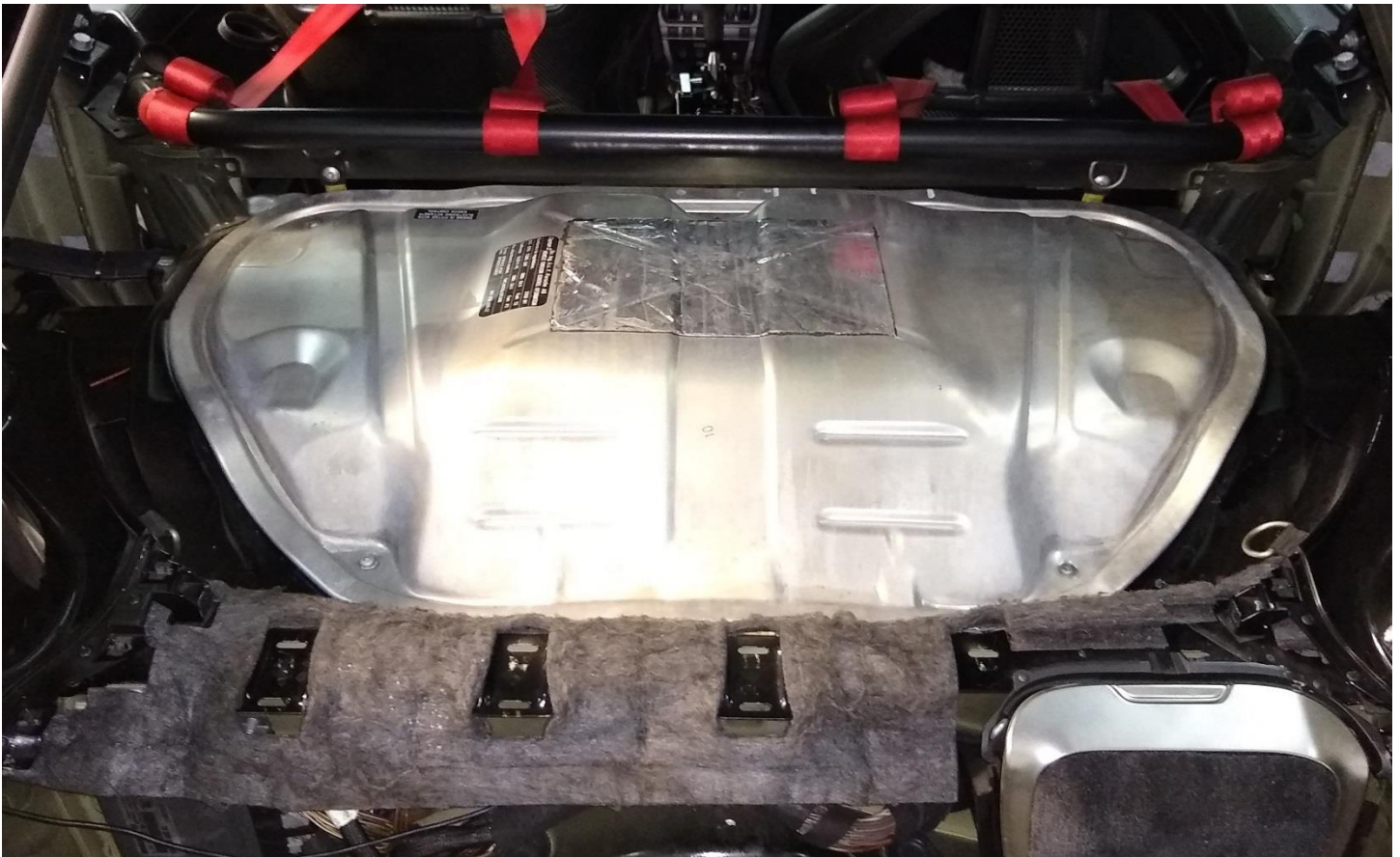
For the Boxster/Cayman install it is necessary to purchase a bulkhead cable wrench to make the install simpler.



#1. First you will need to remove the tin off of the fire wall. There will be several 10mm Flange bolts.



#2. Next remove the tin over the engine. There will be several Torx bolts and be aware of the holes they came out of. They are different lengths.



#3. The cables should already be disconnected from the shifter. Disconnect both the cables from the transmission and pull them out of the car. Pay attention as to how they were routed over the engine.

#4. Remove the rubber grommet from the stock cables and reinstall it onto the Numeric cables. Slice it with a razor blade and slide it over the cables. Spray with WD40 to make it easier. Then install the aluminum bracket back on the grommet. Place a zip tie around it to keep it in place. See pics below.



#4. Next 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.



#5. Now you will route the cables in the exact same way they came out. Slide them into the transmission brackets and into the shifter brackets. Do not connect any of the rod ends. Below are some examples. Models vary going over engine.





#6. Connect the cables to the proper slots on the transmission brackets. The left side of the engine (drivers side) is the shift selector. The right side is the reverse selector (passenger side). Connect the cables to the shifter but do not connect any of the rod ends.



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

#5. This is the important 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. 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.

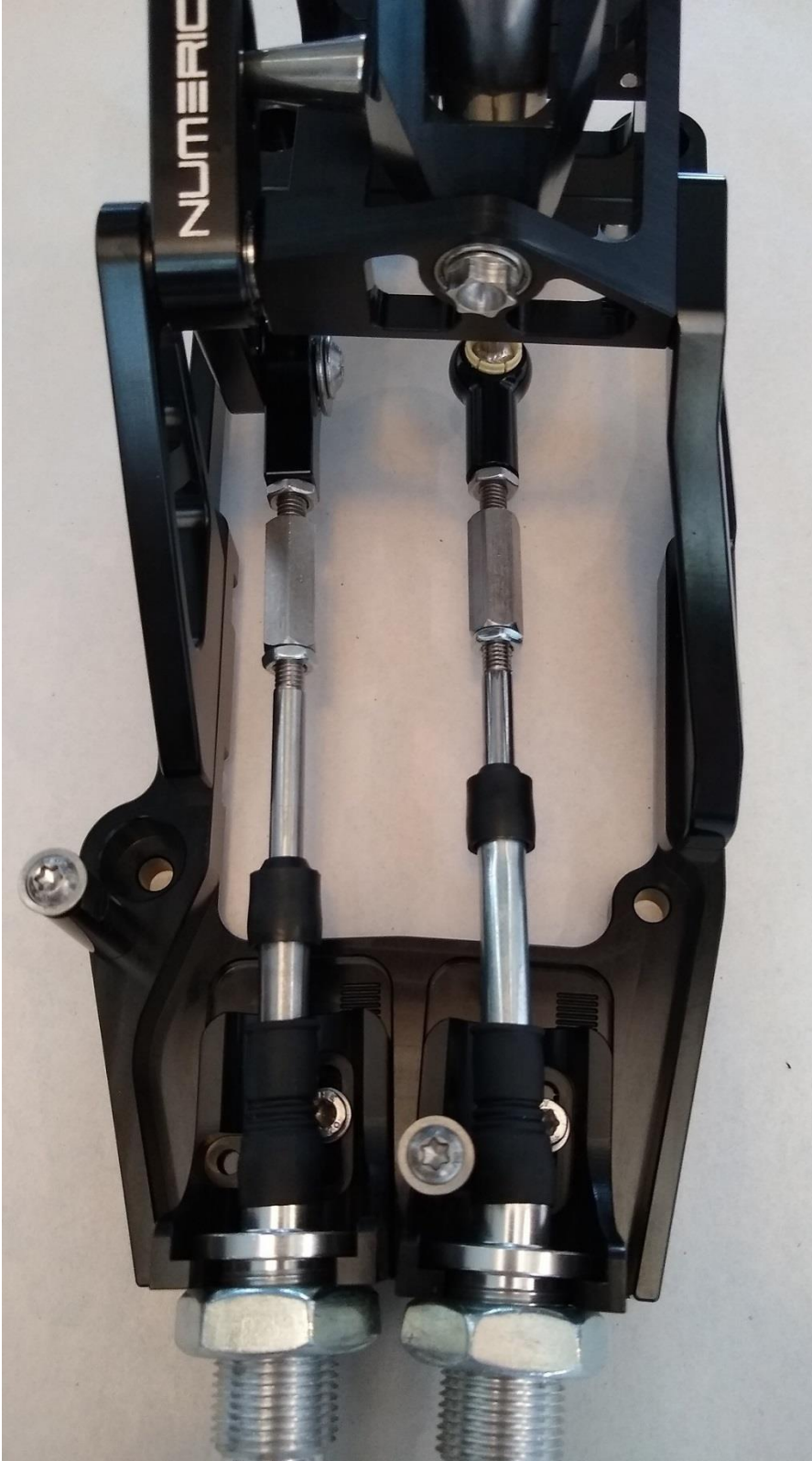




#8. Now you are ready to connect and adjust the rod ends onto the shifter. The left cable simply slides on and use the supplied T25 Torx screw and washer to attach. The right cable will snap onto the rod end. Make sure to place insert on ball of shift lever first. It will be easier to install if you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



#10. Once you have it adjusted go for a test drive before putting it back together. After that you are ready to reassemble your car. Put it back together in the reverse order you took apart.