

FUNCTION-FIRST

PERFORMANCE

PLEASE READ BEFORE INSTALLATION: These instructions serve only as a guideline - the installation process for each vehicle may vary depending on make/year/model/trim/etc. It is the sole responsibility of the user to check for suitable product fitment prior to beginning the installation process. The user also accepts that working on or around a vehicle is an inherently dangerous activity, and as such should only be attempted by a qualified automotive technician. By installing or using any Function-First Performance product, the user assumes and accepts all risks.

INSTALLATION INSTRUCTIONS

Classic Shift Knob PORSCHE (pre-981/991)



TOOLS NEEDED

- Interior Trim Pry Bars
- Allen Wrenches – 2.5mm and 5mm
- Masking Tape & Razor Blade (for using “integrated” OEM shift boot, if applicable)

PREPARATION

Begin by removing the original shift boot and knob.

- 928/968/944 – Grab the shift boot and pull up and rearwards to release the plastic boot frame from the console. Lift the shift boot up and remove the spring clip at the rear of the shift lever, then pull the shift knob up and off the lever. Remove the rubber insulators from the shift lever.
- 964/993 – Push in the left side of the shift boot at the console to unclip the wire boot frame and maneuver the frame out of the console. Then, pull the shift knob up and off the lever. (If there’s a set screw at the front, loosen that first). Remove the rubber insulators from the shift lever.
- 986/996 – Use interior trim pry bars to pry up the rear of the shift boot at the console to unclip the plastic boot frame from the 4 clips beneath and pull the boot frame rearward from underneath the center stack. Then, pull the shift knob up and off the lever. (If there’s a set screw at the front, loosen that first.)
- 987/997 – Use the interior trim bars to pry up the rear of the shift boot at the console to unclip the plastic boot frame from the 4 clips beneath it and pull the boot frame rearward from underneath the center stack. Then, rotate the shift boot a full ¼ turn counter-clockwise to unlock the knob and pull (with much force) the shift knob up and off the shift lever.

Separating “integrated” shift boot from knob (pre-987/997)

If you plan on re-using the shift boot from your OEM 1-piece shift boot & knob, you will need to cut the boot off. Mark the circumference of your cut line **as high up on the boot as possible** with masking tape, and make a single clean and continuous cut to separate the boot from the knob. For 986/996 models, it is necessary to remove the plastic trim piece from the OEM boot/knob to make the cut high up to have enough material for mounting onto the new shift knob – cut as per the red line, pictured below. Remove the trim piece by prying it up and away from the knob.



Separating shift boot from knob (987/997)

To separate the knob from the boot, twist the boot 1/8th of a turn clockwise to release and pull the boot away from the knob. Remove the plastic inner and outer collars from the boot - you will not be re-using these with the new shift knob.



INSTALLATION

1. Fasten the shift boot to the shaft: Flip the shift boot inside-out and insert the base into the boot. Use the Velcro strap to secure the boot to the groove at the base of the shaft – “hooked/coarse” side facing the boot, and “looped/fuzzy” side facing up. Pull the Velcro strap as taut as possible and lay it onto itself with at least 1-inch of overlap. You can trim the excess. Note that for cleanest installation, it’s best to overlap the Velcro in an area where there is no shift boot stitching – this maintains the lowest possible profile.



2. Pull the shaft up through the boot and pull the boot down past the bottom lip of the shaft so that it lays evenly and fully beneath the bottom lip.



- Slide the shift knob onto the shift lever to the desired height and snug the 2x lower set screws (the one beneath the boot, and the one below the external threads on the shaft) to fasten the shaft to the shift lever – you don't have to go crazy tight with the set screws, just nice and snug! Then, place the wave washer on top of the shaft and tighten the knob onto the shaft until the wave washer is fully compressed (wearing a rubber-lined glove can give added grip to make fully tightening the knob easier).



- If your knob has a shift pattern, the pattern will likely be off – that's OK! Adjust the top (countersunk) screw with a 5mm Allen wrench until the shift pattern is oriented correctly:
 - Unscrew it to rotate the shift pattern counter-clockwise (left picture).
 - Screw it in to rotate the shift pattern clockwise (right picture).

(If the countersunk screw isn't holding position, you can snug up the upper-most 2.5mm locking set screw)



5. Once the pattern is lined up correctly, snap the shift boot back into the center console and you're done!



BONUS TIPS:

- Mount the shift knob **LOWER** for a shorter shifter throw.
- Mount the shift knob **HIGHER** for enhanced shifter control and/or to smooth out any shifter notchiness.