

FUNCTION-FIRST

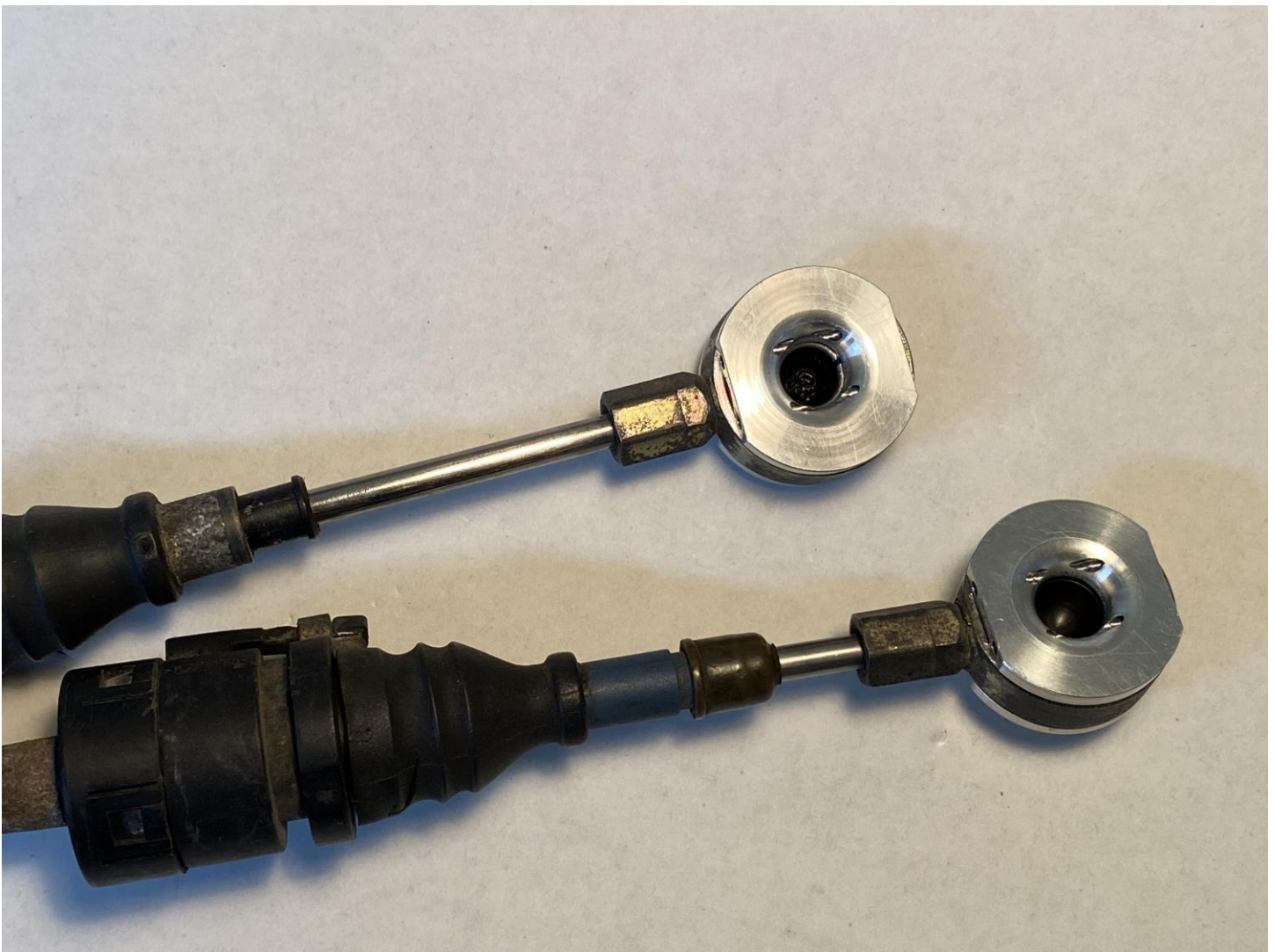
PERFORMANCE

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

FFP Shifter Cable Ends

986 / 996 / 997.1-GT3



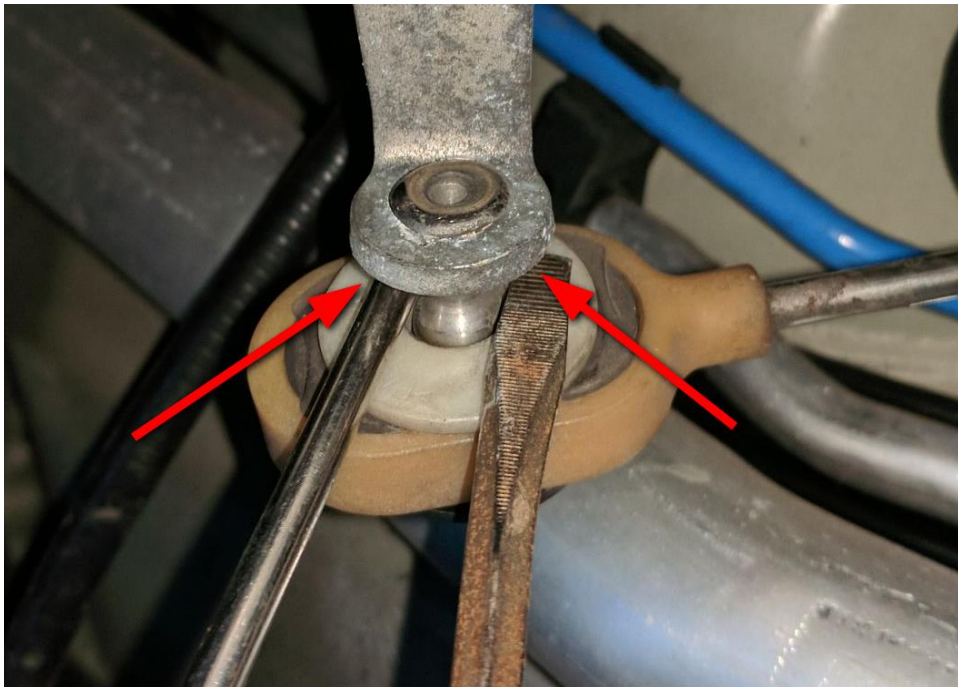
TOOLS NEEDED

- Safety Glasses
- 2 Pry Bars or Flathead Screwdrivers
- Needle Nose Pliers
- Torx Screwdrivers
- Dremel with Cut-Off Wheel
- Power Drill and ¼" Drill Bit
- 10mm Wrenches / Sockets
- Bushing Removal Tool (included)

INSTALLATION

1. Shift the transmission into neutral.
2. Remove the transmission undertrays to gain access to the OEM shifter cable ends.
NOTE: On the 986 models, it may be helpful to remove the rear wheels to gain better access to the shifter cable ends.
3. Use 2 pry bars or screwdrivers simultaneously to pry off the OEM cable ends - situate them on either side of the ball end of the gear selector arm and pry the ends away until released.

(997 cable end shown for illustrative purposes)



4. Pry away the 3-pronged oval clamp and remove it from the OEM cable end.

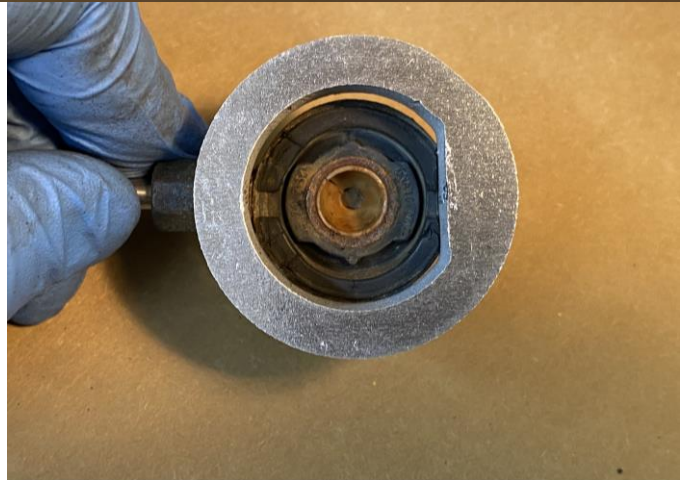


5. **Be sure to wear safety glasses for this step.**

In order to use the Bushing Removal Tool, a tiny section of the OEM bushing's flange lip needs to be cut off to expose the Cable End "Ring" below it. Use a Dremel with cut-off wheel to grind/cut off the tip of the rubber/metal flange so that the metal ring of the Cable End below it is exposed - you will be removing appx 1mm of material. You can lay the Removal Tool on top of the bushing and mark the rubber bushing to indicate how much of the flange needs to be removed, like with the yellow paint-pen mark in the picture below.

Cut only just deep enough to remove the bushing's metal Housing - don't cut into the Cable End Ring below it!

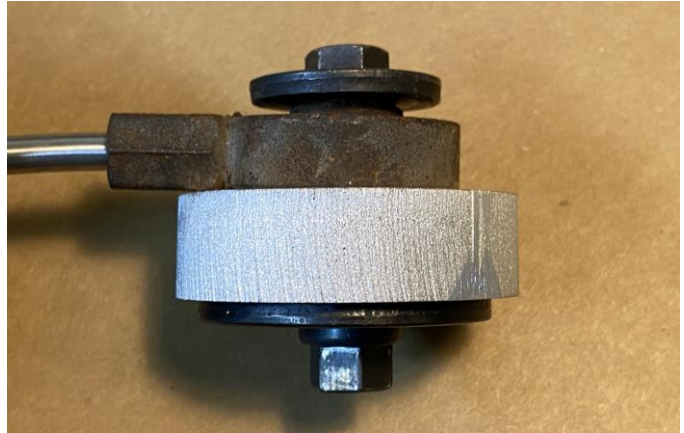




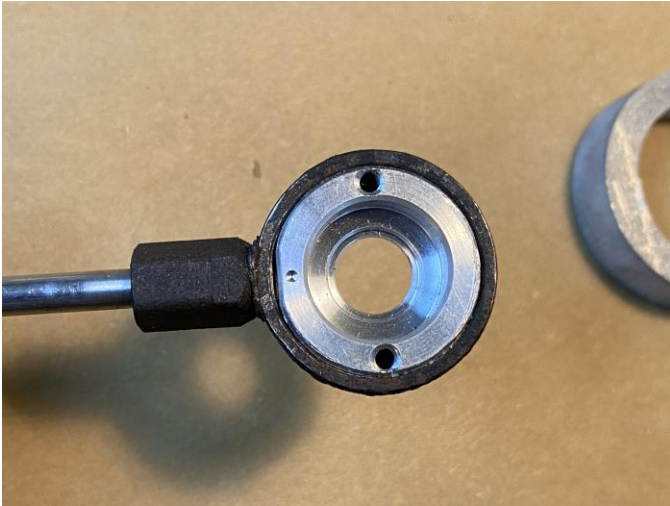
6. Drill a hole through the center of the OEM bushing with a 1/4" drill bit. A sharp drill bit makes this easier, and it's best to place the cable end against a scrap piece of 2x4 wood when drilling to provide a solid surface to press against and protect anything behind the cable end when the drill bit punctures through.



7. Assemble the Bushing Removal Tool as shown below - mount the silver collar so that its "flat" lines up with the flat you cut into the OEM bushing; place the small washer on the opposite end of the bushing; place the bolt through the washer, the bushing, the silver collar, and the large washer; then thread the nut onto the bolt. Progressively tighten the nut and bolt together until the OEM bushing is fully pressed out of the Cable End Housing - it should not take much force. If you feel it binding, stop and make sure the small washer is centered within the Cable End Housing.



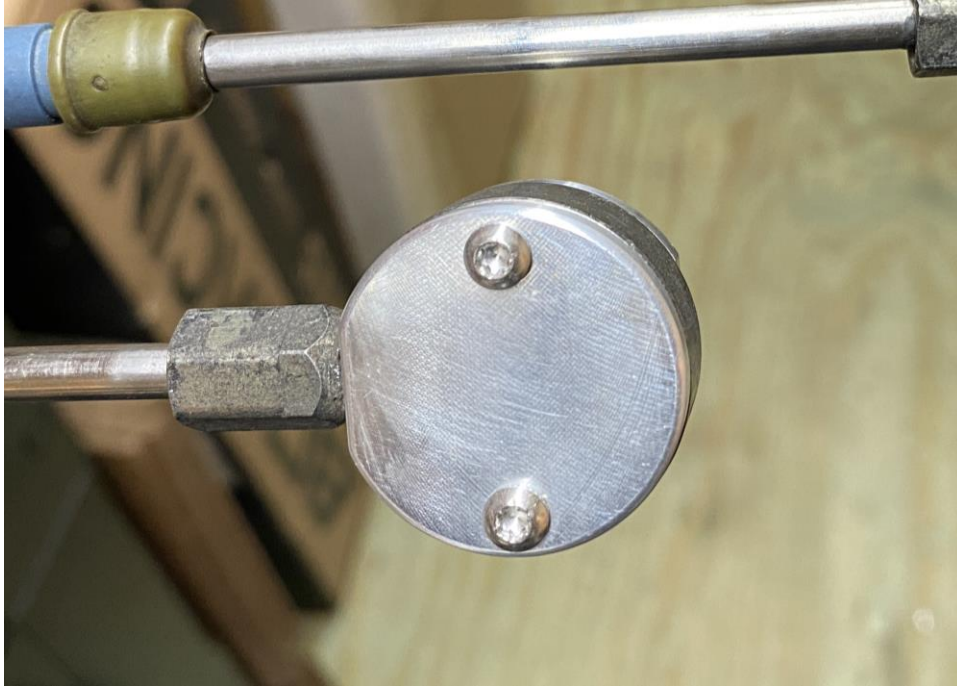
8. The Cable End Housing is now ready to accept the FFP Cable End. Line up the dimple to the cable section, and to ensure correct cable orientation, press the FFP Cable End **FROM THE INSIDE (btwn transmission and cable) TOWARD THE OUTSIDE**. If necessary, use the Bushing Removal Tool (sans silver collar) to draw the FFP Cable End into the Housing.



Place the round circlip into the recess of the aluminum section, then slide the cupped side of the Delrin bushing on top. A little grease helps to keep everything in place if the circlip or bushing are falling out of place.
(997 cable ends shown for illustrative purposes)



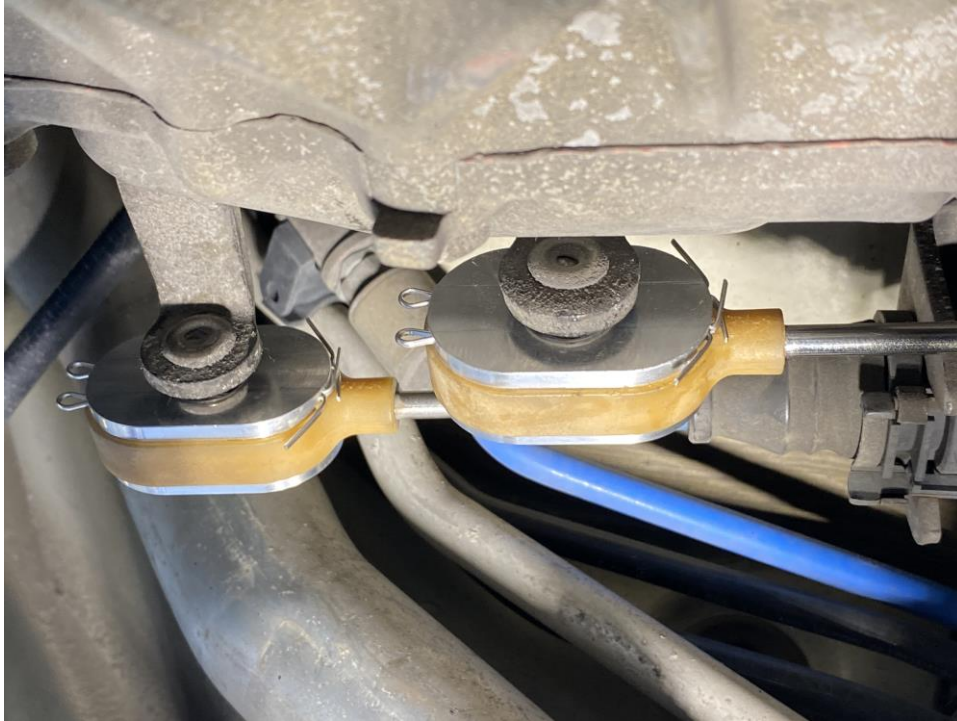
9. Bolt the Cover onto the Cable End, using the lock washers and Torx bolts. Orient the "flat" on the Cover to face the cable section.



10. Apply grease to both the inside of the Delrin bushing and to the ball-end of the transmission arm.
(997 cable end shown for illustrative purposes)



11. Press the assembled FFP Cable End onto the ball-end of the transmission arm – it should take only moderate pressure to pop on. Finish by inserting both cotter pins from the rear of the cable end, securing it in place by curling the ends.



12. Complete all the above steps for the remaining cable ends. And prior to reinstalling the undertrays, shift through all gears to ensure full and clean engagement without any binding.

BONUS TIP:

- As a “while you’re in there” reliability modification, you can secure the snap-in shifter cable holder blocks to the transmission brackets with zip-ties to ensure they do not pop out.

