



PR98016P - Short shift distance kit 915 gear box (1974-1986) installation instructions

[\(PR98024P – Short shift distance kit for 911, 912, 914 - similar procedure applies\)](#)

[\(PR98082P - Porsche 914 \(73-76\) short shift distance kit – similar procedure applies\)](#)



KIT includes:	Tools required:
<ul style="list-style-type: none"> ✓ 1x short shifter lever actuator ✓ 1x short shifter spacer plate ✓ 2x bolt ✓ 2x washer 	<ul style="list-style-type: none"> ✓ Phillips screwdriver ✓ Slotted screwdriver ✓ Allen key set ✓ Hammer ✓ 22mm combination wrench ✓ Pin punch ✓ Socket tool set ✓ Benchtop vise ✓ Heat gun

Difficulty level:



Procedure:

Removal of center console section:



1. Remove left and right side screws, holding front center console cover. There are two screws on each side of the center console.
2. Pull the front part of console cover towards direction of driving (as marked) and remove it.



3. Remove three ground screws holding the center console. Two screws are in the front part of the console:
- NOTE:** One screw is in the back, hidden under the floor mat:



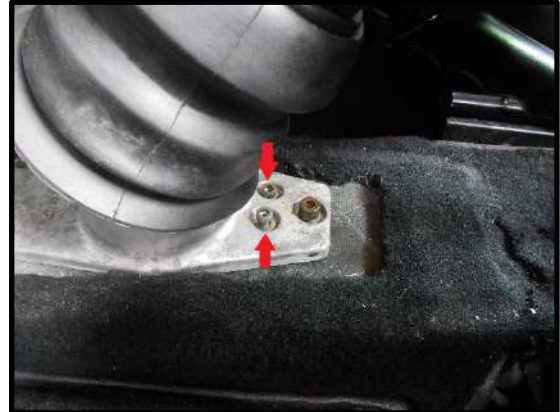
4. Carefully remove floor mat to unscrew the third screw. Save all the bolts and set them aside.
5. When center console is free, lift the console up and over the shifter. Place it out of the way on one side of the floor – to avoid removal of console wiring harnesses:



6. Lift up the gearshift lever sleeves and remove selector bolts (three bolts):



7. Remove two remaining bolts connecting the gearshift lever with shift rod support:



8. You can now remove complete gearshift lever unit. Usually ball cup bushing will stay on the shifter lever actuator. You can either remove it and set it aside or put it back in the ball cup bushing cylindrical base as shown on the picture:

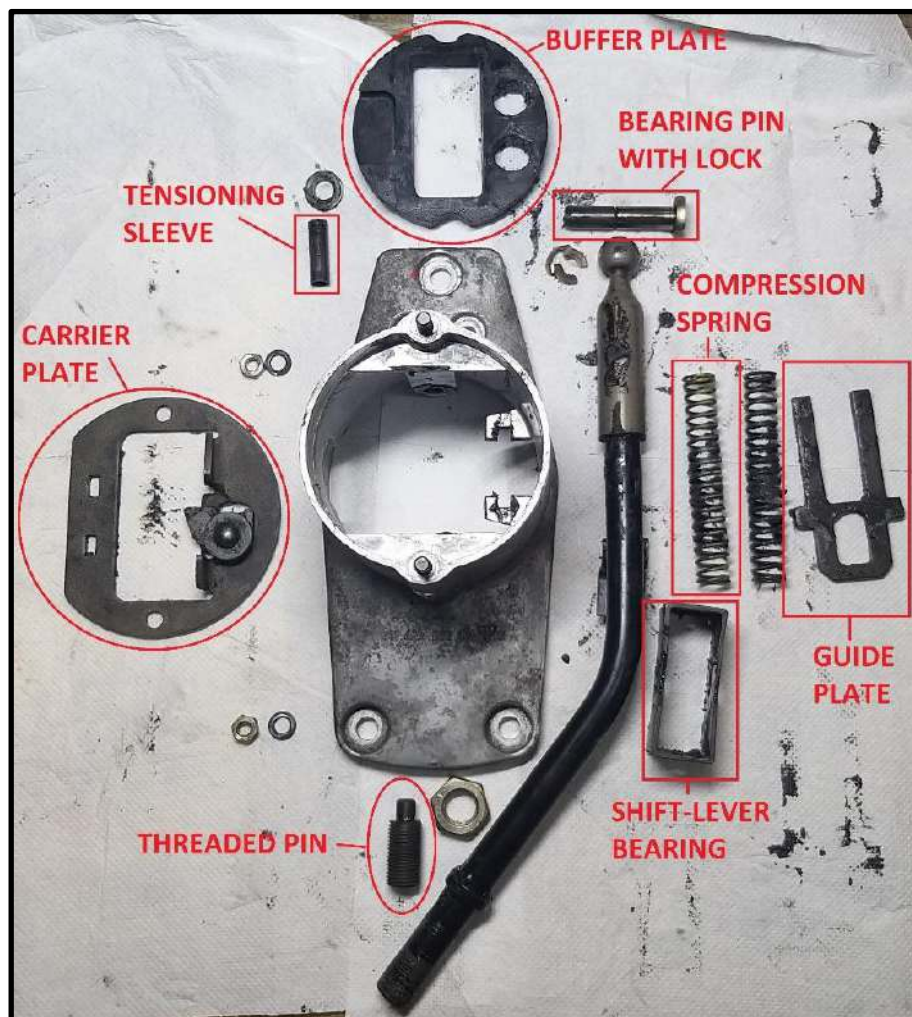
NOTE: Remove the gearshift knob (by pulling it off) and both sleeves (rubber sleeve and leather sleeve).



Disassembling the gearshift lever unit.



Parts description for easier understanding:



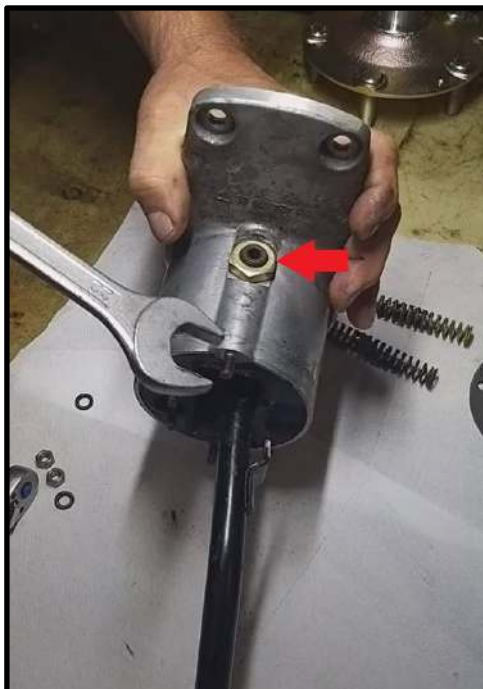
9. Start the gearshift lever dismantling process by removing two nuts and washers holding the carrier plate - marked with red arrows:



10. Remove the carrier plate and two compression springs:



11. Using 22mm combination wrench release the nut marked with red arrow and remove allen key bolt out.



12. Continue with removal of bearing pin lock on the side of the guide plate:



- 13.** Use screwdriver to guide out the bearing pin with lock through the opening on the side of the gearshift bracket:
- 14.** Remove the gearshift lever. By using a hammer and a pin punch remove tensioning sleeve (remove from inside out):



- 15.** Remove the shift lever bearing and washer - set them aside.
- 16.** Remember the position of the assembled gearshift lever - you will need this in the step #24:



17. Removing the actuator - bottom part of the gearshift lever. Clamp the actuator part into the vise in the direction as shown:



18. Use a heatgun (heat with circular motions around the whole area) to separate the upper part of the gearshift lever from the actuator. Heated area is marked:



19. While heating the gearshift lever, move upper part in left and right direction while pulling out the lever.



20. You will end up with two parts – upper and lower (actuator) part of gearshift lever.



21. After disassembly clean all the parts thoroughly.

NOTE: Optionally but not necessary - to get the best possible outlook, glass blast the gearshift bracket housing and upper part of the gearshift lever:



22. Take our short shifter kit PR98016P and use actuator part (marked with red) and glue it together with the upper part, using quality 2K-metal epoxy adhesive:



23. Prepare 2k epoxy adhesive, clean both surfaces well and apply adhesive on both surfaces which are being glued together:





24. Position both parts together (the position should be the same as before the disassembly – check the picture in the step #16) and let the adhesive harden:



NOTE: If gearshift lever was glass blasted - mask the shifter actuator and paint the upper part of the gearshift lever:



25. Once all the parts are cleaned and prepared, start assembling the shifter. The assembly process is the reversal of the disassembly. During the assembly don't forget to re-grease all the moving parts.



26. Using a hammer, carefully tap in the tensioning sleeve so it will get out for about 3-4 mm on the inner side of the gearshift housing.



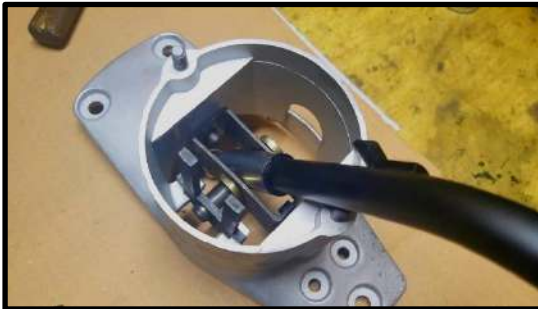
27. Install tensioning sleeve washer and shift lever bearing as shown on the picture.



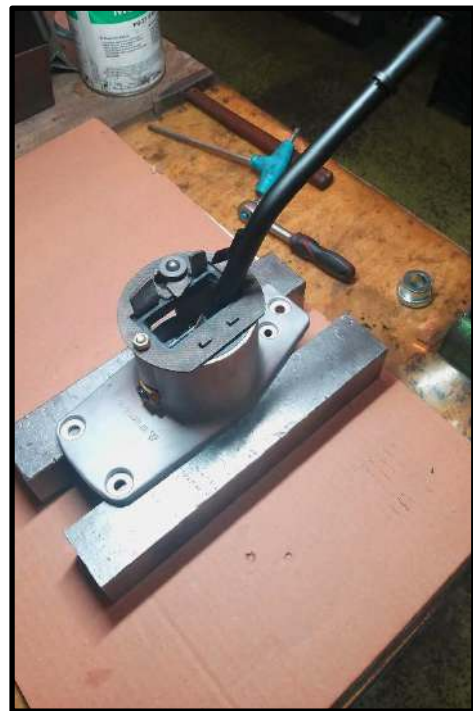
28. On the opposite side of the gearshift housing, screw in the threaded pin with nut while holding lever bearing cage in place:



29. Once the lever bearing cage is in place, tap in the rest of the tensioning sleeve (to be even with the housing).
30. Insert the guide plate and the shift lever into the bearing cage. Connect them by inserting the bearing pin. Secure the bearing pin with lock washers. Do not forget to re-grease all the bearing components.
31. Install both compression springs:



32. Insert buffer plate, install carrier plate (some pressure is needed to press down the carrier plate – use distance blocks to clear gearshift lever lower part) following washers and nuts installation:

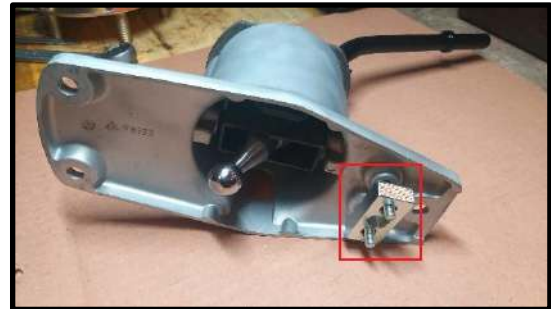




33. Set up and tighten the threaded pin against the washer:



34. You can now install the shifter assembly back into the car, using short shift spacer plate, longer bolts and washers supplied with the kit PR98016P.



35. Install gearshift lever assembly and center console into the car, by following steps 1-8 in revers order.

Enyoj your short shifting!



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