



How to Install the 928 Motorsports, LLC
Precision Shifter Ball Cup
For the Porsche 928



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Note: for picture clarity, all the following photographs have been taken with the torque tube out on a workbench. However, the Precision Shifter Ball Cup is designed to be installed with the torque tube in the car.

The 928 Motorsports Precision Shifter Ball Cup will not only provide the best shifting possible on your 928, but it also will never wear out so you will never have to do this again!



Review all the instructions before beginning.

1. Put car high on jack-stands in front. Tires can remain on. You may find that you can perform this task with the exhaust and heat shields in place, others report it is easier with those removed.

2. Follow the factory instructions for removal of the stock shifter ball cup.

We recommend that you place the transmission in neutral before beginning to remove the old shifter ball cup.

Be sure to remove the thin jam nut from the old shifter ball cup and install on the new SBC as shown in Step 1.

3. Follow the sequence in the photos to install the new SBK and adjust it.





Threading the forward shifter rod on to the new ball cup is made easier if you pull the shift knob off, the shifter boot, and disconnect the forward shifter rod from the bottom of the shifter.

Then you can rotate the forward shifter rod from the driver's seat, and thread it easily on to the SBC.

This is also an excellent time to replace the little white nylon shifter bushings, or install a new short-throw shifter from 928 Motorsports for optimum performance.





In steps 5 and 6, you adjust the shifter so that it is nearly straight up and down when in neutral as it was before, and then tighten the thin jam nut to hold that adjustment.

If you put the transmission in neutral as recommended when you started, then its easy to adjust it right.

Simply reach into the shifter hole from the driver's seat and turn the forward shifter rod onto the new SBC until the pivot pin in the shifter rod lines up with the bottom of the shifter again. Then you know it's right, and securing it there with the thin jam nut is all you need to do.

Do not be concerned if you must turn the forward rod a half-turn this way or that to get the pin into the shifter hole. The length is not that critical.

Now re-install your shift boot and shifter, and take it for a test drive!

