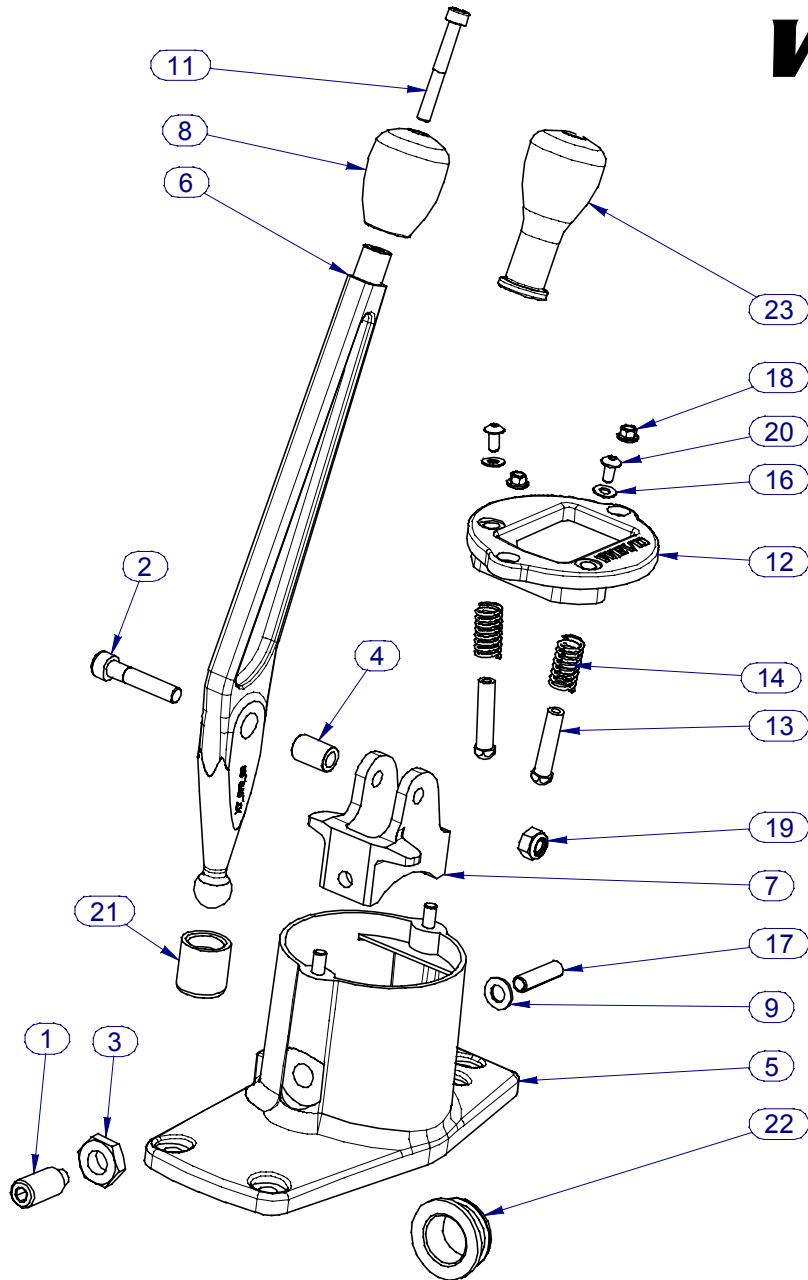
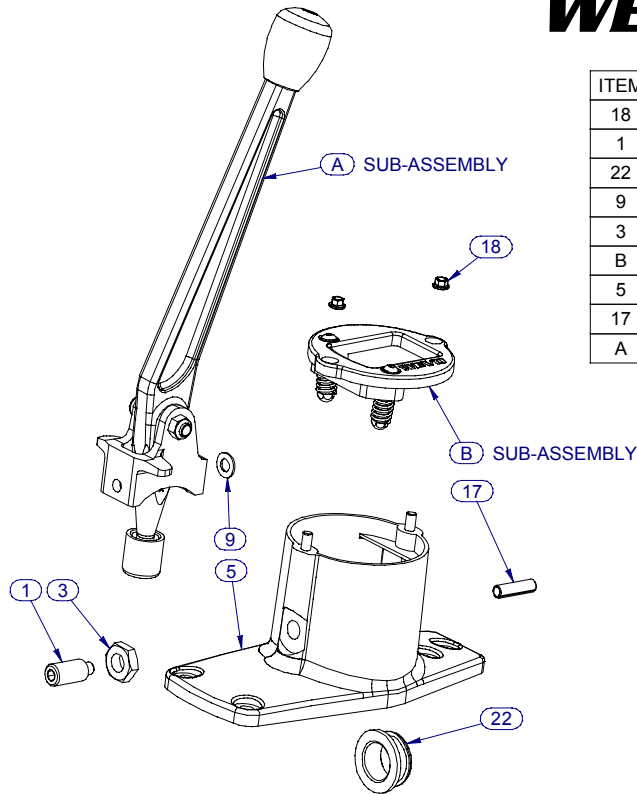


WEVO 930 Shifter ***Billet & Classic***



ITEM	PART #	PART NAME	QTY.	IN KIT
1	911.424.335.00	O.E. THREADED PIN	1	NO
2	ZP1C76252	CAP HEAD BOLT - PLATED - M8 x 40	1	YES
3	N 011 113 3	O.E. NUT - M14	1	NO
4	XT_077	PIVOT BUSH - 930 SHIFTER	1	YES
5	911.424.019.06	O.E. 915 SHIFTER BASE	1	NO
6	XT_079	GEAR LEVER - 930	1	YES
7	XT_080	PIVOT BOX - 930	1	YES
8	XT_067	KNOB - STD - WEVO SHIFTER	1	YES
9	900.025.007.02	O.E. WASHER - M8	1	NO
11	HT76196	CAP HEAD BOLT - M6 x 50	1	YES
12	XT_078	TOP PLATE - WEVO SHIFTER 930	1	YES
13	XT_061	DETENT PLUNGER - WEVO SHIFTER	2	YES
14	SPRING 1.6	COIL SPRING Ø12 x Ø1.6 x 25.4	2	YES
16	67581645	WASHER - SS - M5	2	YES
17	900.197.035.01	O.E. ROLL PIN Ø8 x 28	1	NO
18	K-NUT M6	K-NUT SELF LOCKING NUT - M6	2	YES
19	N68-8	NYLOC NUT - M8	1	YES
20	68017649	BUTTON HEAD SCREW - SS - M5 x 10	2	YES
21	911.424.139.00	O.E. BALL SOCKET	1	YES
22	914.424.224.00	SHIFT TUBE BUSHING	1	YES
23	XT_069	SILVER RACE KNOB - WEVO SHIFTER	1	OPT.

WEVO 930 Shifter



ITEM	PART #	PART NAME	QTY.
18	K-NUT M6	K-NUT SELF LOCKING NUT - M6	2
1	911.424.335.00	O.E. THREADED PIN	1
22	914.424.224.00	SHIFT TUBE BUSHING	1
9	900.025.007.02	O.E. WASHER - M8	1
3	N 011 113 3	O.E. NUT - M14	1
B	MULTI	TOP PLATE SUB ASSEMBLY	1
5	911.424.019.06	O.E. 915 SHIFTER BASE	1
17	900.197.035.01	O.E. ROLL PIN Ø8 x 28	1
A	MULTI	LEVER SUB ASSEMBLY	1

INSTALLATION INSTRUCTIONS

Your WEVO 930 Shifter kit has been partially assembled. The pre-assembly of units A and B includes lubrication with synthetic grease. No additional preparation or removal of grease from these parts is required. You will need to retain some of your original Porsche shifter parts, numbered 1,3,5,9 & 17 above.

The two small M6 Lock nuts (18), are attached to sub-assembly B, be careful not to misplace these nuts, they are not interchangeable with normal M6 nuts.

The kit will be easiest to install with the Shifter unit removed from your car. Select 1st gear before commencing, this will assist with the installation of the completed unit. Follow normal workshop manual instructions for removal of the shifter. This will vary with cars from 1976 through 1988 with different interior trim levels. In all cases the tools you will require to ultimately remove the Shifter base from the floor pan are an M6 Allen key and an M5 Allen key. These five original fasteners are re-used.

With the shifter on the bench, follow the logical sequence to completely dismantle the shifter. Disassemble the Gear lever from the original pivot box first by removing the "C" clip retaining rings and extract the pivot pin.

Then remove the Top plate.

Now remove the M14 Nut (3) and remove the Threaded pin (1).

Using a pin punch between 7mm and 8mm diameter, you must drive the 8mm Roll pin (17) inwards to the center of the Shifter base, until the Pivot box can be completely removed from the Shifter base (5). Remove the Roll pin from the O.E. Pivot box.

The inside of your Shifter base housing is probably covered in old and dirty grease. Clean this away to provide a dirt and grease free environment for your new WEVO 930 Shifter pivot mechanism. Also clean the parts 1,3,9 & 17, as they will be used to assemble your WEVO 930 Shifter.

Check the top face of the Shifter base (5) casting for irregularities left from the casting process. If you can see any burrs or ridges that cause the surface not to be flat, then these should be removed with a file. The Top Plate assembly (B) of the WEVO 930 Shifter is designed to sit flat on the top of the Shifter base and ridges in this area can adjust the tolerances of the spring Detent plungers and also allow the Top plate (12) to rock side-side after installation. Very little, if any detailing will be required.

ASSEMBLY

Refer to “EXPLODED VIEW 1” of all components to identify parts discussed below.

Drive the Roll pin (17) into the Shifter base from the outside – until the end is protruding inside just enough to mount the M8 Washer (9) with an additional 0.5mm – 1.0mm (approx.) of Roll pin protruding.

Take the sub-assembly A and install upwards through the Shifter base (5) – Knob first. There is a small amount of grease applied to the pivot holes and the end faces of the Pivot box (7) – do not clean this grease away. You are going to hang the rear pivot hole of the Pivot box (7) onto the exposed Roll pin protruding into this area. Be careful to keep the M8 Washer (9) located on the short piece of exposed Roll pin. Arrange the Gear lever so the ears of the Pivot box (7) are at the end opposite to the Roll pin.

Insert the Threaded pin (1) into the original location and screw this in until you are located in the front hole of the Pivot box (7).

The Threaded pin (1) should be screwed in until the Pivot box and Gear lever are no longer free to pivot from side to side, then back the Threaded pin out just enough to allow the Pivot box to swing freely from side to side. Install the M14 Lock Nut (3) and lock the screw and nut – checking that you have retained the desired freedom of the Gear lever assembly.

Once satisfied that the Pivot box is correctly installed, drive the Roll pin (17) all the way in until flush with the outside face of the Shifter base (5).

You should now have the Shifter base assembled with the Gear lever and Pivot box moving freely on the pivots both sideways and forward and backwards.

The Top Plate sub-assembly (B) can now be installed. Lower the complete piece with the brass Detent plungers facing downwards over the Knob and onto the two M6 studs on the top of the Shifter base.

Use the two M6 Lock nuts (18) to fasten the Top plate assembly.

Add a small amount of synthetic grease to the outside of the Ball socket (21), as this part is required to slide inside the receiver at the front of the main shift tube inside the tunnel.

You are now ready to install your completed WEVO 930 Shifter and perform the simple set-up procedure.

INSTALLATION

You will need to remove the “L” shaped bracket with the Shift tube bushing (22) fitted into it. Remove the set screw from the Ball socket receiver on the front end of the main shift tube, this will require a 4mm Allen key. The “L” shaped bracket will be free to slide forwards, off the main shift tube. Use a screwdriver to carefully pry the Shift tube bushing (22) out of the “L” shaped bracket. Lubricate the new part with a small amount of synthetic grease and install per the original. This will be easier if you allow the new part to become pliable by soaking a few minutes in a cup of boiling water. Clean the main shift tube of dirty grease and debris, apply a small amount of synthetic grease to the tube, add a small amount of synthetic grease to the new bearing and re-assemble. Use blue Loctite on the set screw holding the Ball socket receiver.

The transmission should still have 1st gear selected at this stage – as per the removal notes.

The Gear lever is automatically positioned in the 1st /2nd gear plane. Position the Knob about 2 inches forward from mid point to approximate 1st gear. Offer the Shifter into position and slide the Ball socket into the receiver on the main shift tube inside the tunnel.

The WEVO 930 Shifter should now be sitting flat on top of the tunnel, although possibly not in a lateral position that will allow all the three M8 bolts to be installed. Locate and install the two original M6 screws that attach the shift tube axial bearing – the free floating ‘L’ shaped bracket - under the Shifter base. This is essential before final positioning.

Locate the Shifter base over the three M8 threaded holes in the tunnel. If this can not be achieved without moving the Gear lever against the spring force of the brass Detent plungers, it will be necessary to adjust the shift tube coupler.

The cover between the rear footwell's needs to be opened to allow adjustments to be performed on the shift coupler.

Ensure that 1st gear is still selected; loosen the M8 hex bolt that fastens the pinch clamp gripping the coupler to the main shift tube. The shift tube, with Shifter base now attached will be able to move independent of the transmission, allowing you to position the shifter directly over the three M8 holes in the tunnel. Install and tighten these three M8 bolts to complete the radial positioning of the Shifter.

The Gear lever will be able to move forward and back without moving the transmission – be certain to put the Gear lever in an approximate 1st gear position before tightening the M8 hex bolt through the pinch clamp.

With this tight, you have completed the radial adjustment of the shift coupling. The axial adjustment – fore / aft, needs to be completed to ensure that the Gear lever is correctly related to the middle of the window in the top plate (12).

Pull the Gear lever back into the neutral position, the designed position in neutral is for the spherical ball on the bottom of the Gear lever (6) to be vertically below the pivot axis in the Pivot box (7), this will be the first indication of correct adjustment.

With the hex bolt in the pinch clamp all tight, check that 3rd/4th gear can be selected and that moving the Gear lever out of 3rd or 4th gear into neutral can be achieved cleanly. The Gear lever will try to stand vertical as soon as 3rd or 4th gear is cleared, positioning itself in neutral of the 1st / 2nd gear plane.

Try to make all changes with 1st gear selected in the transmission, that way the radial adjustment set initially will be maintained while you are making small adjustments to the axial setting.

The three M8 cap head screws that hold the Shift base casting to the tunnel are in slightly oversize holes, this also allows for final fine adjustments in either direction when you are finalizing the axial or radial adjustment.

Check that all the hardware is tight, especially the M8 hex bolt through the pinch clamp of the shift coupler.

The stock shifter boot can be installed over the WEVO 930 Shifter Gear lever by trimming the small round hole to suit the shape of the “I” beam cross section of the Gear lever. Alternatively, after-market leather boots will also fit, or use your WEVO 930 Shifter with the mechanism exposed.

Restore the trim and interior of your car and the job is complete.

The WEVO 930 Shifter should be periodically maintained by cleaning and lubricating with synthetic grease. Grit and dust might accumulate in the mechanism, especially in race cars or club event cars that have “off track” excursions. Be aware that the precision of your WEVO 930 Shifter will slowly deteriorate if cleanliness is overlooked.

OTHER RECOMMENDED 930 MODIFICATIONS FOR IMPROVED SHIFTING.

WEVO Stock 911 PSJ Precision Shift Joint – “bolt-in” replacement shift coupling	\$ 195.00
WEVO SS 930 Transmission mount beam (exchange)	\$ 248.80
WEVO Semi Solid Engine mounts	\$ 79.85 ea

END.