

WEVO Racing PSJ

WEVO Precision Shift Joint

Installation / Set-up

The WEVO PSJ is a Precision Shift Joint that offers a significant improvement in both set-up and operation of any 1972 – 1986 (915 transmission) Porsche 911 gear shift mechanism.

The PSJ is attached to the Main Selector rod (6) of the transmission in the same manner as the original Porsche shift coupling and uses the M8 conical nose set screw (5) from your original installation.

The original Gear shift tube (1) must be removed from the car to perform the installation of the PSJ and TIG or MIG welding equipment must be used to attach the Shift tube weld flange (12) onto the Gear shift tube (1).

This kit is designed for use with an original 911 Gear shift tube for 915 equipped 911 chassis (1). Beware of other visually similar although dimensionally dissimilar Gear shift tubes from earlier transmission models. The 915 version Porsche # 911 424 020 00 is 867mm +/- 1mm overall length prior to modification. For 930 transmission – use the 915 length tube as above. For 901 transmission – use the O.E. for a 901 equipped 911 chassis (~ 880mm overall length).

Cut 28 mm from the rear end of the Gear shift tube (1) where the original pinch bolt clamp was mounted. Thoroughly degrease and Scotchbrite this area in preparation for welding.

The Shift tube weld flange (12) for the PSJ is made from SAE 4130 steel and the Gear shift tube (1) is made from a European alloy of similar characteristics. (your welder might want to know this)

Insert the Shift tube weld flange (12) into the Gear shift tube (1) up to the shoulder adjacent to the flange. Arrange one hole in the flange at the 12 o'clock position relative to the installed position of the Gear shift tube in your chassis.

TIG weld the Shift tube weld flange (12) to the Gear shift tube (1). Simultaneously weld the edge of the main tube to the sleeve section of the original parts – this will ensure that any looseness between these parts (often seen) will be eliminated.

The Adjustment shims (13) are 1.0 mm thick and allow for fore / aft adjustments of the Gear shift lever position. The original design of the PSJ kit uses 3 shims – add or subtract shims to suit installation in your chassis. The radial slots in the PSJ (8) allow for adjustments in rotation – that adjusts the side / side position of the Gear shift lever. In both cases, the small amount of clearance around the bolts between the shifter housing and the tunnel allows for final smaller adjustments if required. Follow the instructions for your factory or after market shifter adjustments.

All fasteners should be securely tightened prior to use and occasionally inspected during race preparation.

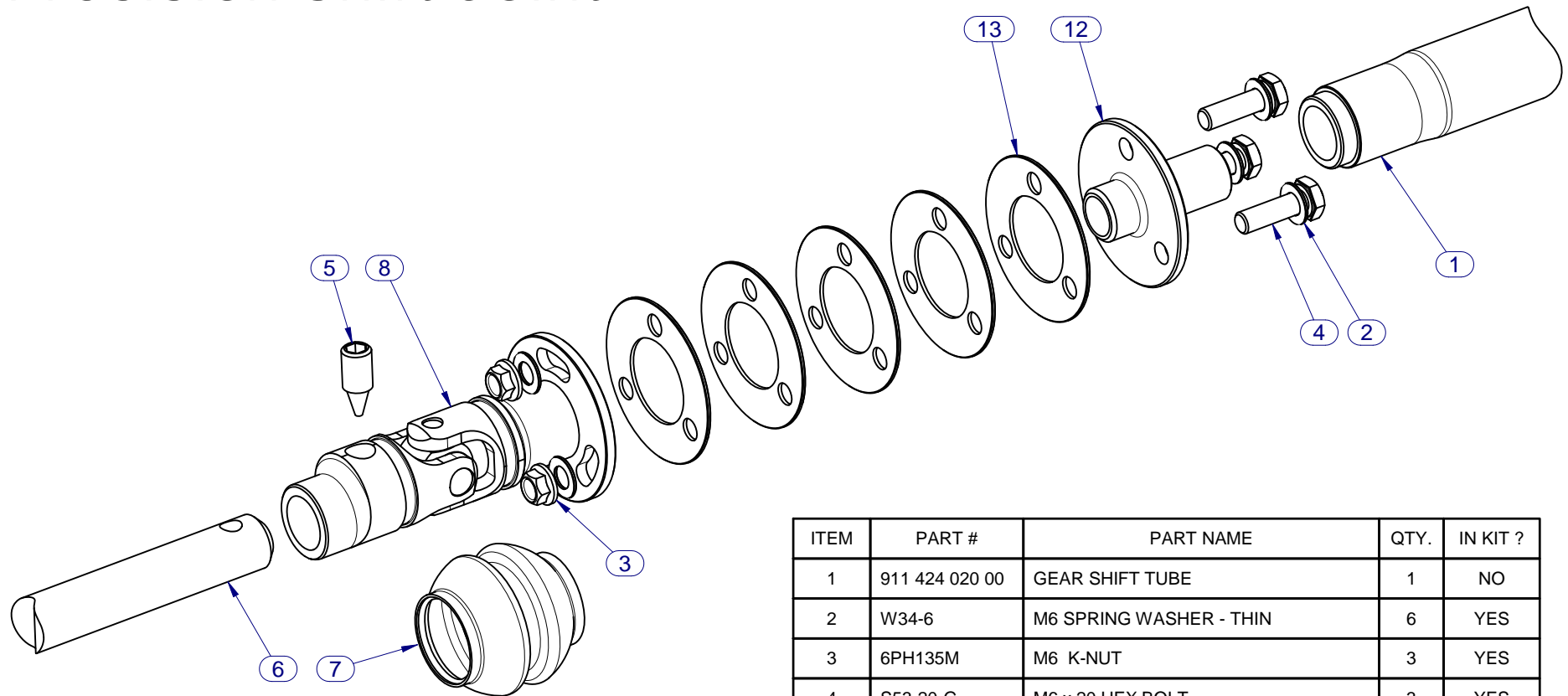
The PSJ should be lightly lubricated occasionally and kept free of grit that will accelerate wear of the bearing surfaces.

END

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Precision Shift Joint

Gear lever end



Transmission end

ITEM	PART #	PART NAME	QTY.	IN KIT ?
1	911 424 020 00	GEAR SHIFT TUBE	1	NO
2	W34-6	M6 SPRING WASHER - THIN	6	YES
3	6PH135M	M6 K-NUT	3	YES
4	S53-20-G	M6 x 20 HEX BOLT	3	YES
5	901 424 229 00	CONICAL NOSE SET SCREW	1	NO
6	915 303 132 00	MAIN SELECTOR ROD	1	NO
7	XT_121	NEOPRENE BOOT - PSJ	1	
8	UJ1000	PRECISION SHIFT JOINT ASSEMBLY	1	YES
12	XT_041	SHIFT TUBE WELD FLANGE	1	YES
13	XT_039	ADJUSTMENT SHIM - PSJ	5	YES