



## **SR010 PRECISION SHIFT COUPLER INSTALLATION INSTRUCTIONS**

STOMSKI RACING 911 PRECISION SHIFT COUPLER- Our high quality, precision engineered coupler ends sloppy shifting caused by worn (and even new!) factory couplers. Fabricated to exacting tolerances, the SR010 provides a precision feel and allows for accurate shifting. No more missed shifts during the heat of battle because of sloppy shifters. The SR010 provides the precision and accuracy you demand when down shifting into that high-speed turn. No need to worry whether you are going to hit the wrong gear and over rev you engine. Shift with confidence, shift with precision.

Available for 901/911/915/930 and 356

The SR010 is fabricated from an aircraft quality universal joint (sometimes called an Apex Joint) permanently sealed in a silicone rubber boot. The splined end is precision machined to duplicate Porsche factory specification. The collar, which holds a factory supplied setscrew, is a high quality steel collar.

### **INSTRUCTIONS**

Tools:

13mm wrench or socket (2 needed)

4mm allen/hex

Phillips screwdriver

Using a Phillips screwdriver, remove the four screws holding the “rear center tunnel cover on the floor between the two rear seats. Remove the cover.

Depending on your car, and how many times things have been apart, removing the cover will reveal different things. In some cars, there may be rubber boots covering the existing coupler, in other cases, not. If there is a boot, slip the boot to expose the coupler. Now shift the transmission by pushing the gearshift lever/selector knob toward the dash. Using two 13mm wrenches (or a socket and a wrench) loosen the clamp bolt that holds the coupler to the shift rod. It might be necessary to completely remove the bolt from the clamp, but in doing so, be careful not to loose the washer in the process. If all goes according to plan, moving the gearshift lever/shift knob backward (toward the back of the car) will slip the rod portion of the coupler out of the clamp, freeing the front end of the coupler. If after moving the gearshift lever, the coupler does not slide out of the shift rod (and thus shifts the transmission), opening the clamp (and the slit portion in the shift rod itself) slightly with a flat blade screwdriver may help loosen it to aid in removal. Once the clamp/front end of the coupler is loose, it is a good time to remove the setscrew with the 4mm allen/hex wrench. With the setscrew removed, the old coupler should now slide off the shift selector shaft of the transmission.

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Now that the old coupler is removed, take this opportunity to clean off the shift selector shaft of the transmission. The SR010 will be a snug fit on the selector shaft, so you may want to use a little emery paper to “polish” the end of the shaft. Lube (white lithium grease works fine) the end of the SR010 that slides over the shift selector shaft of the transmission. Slip the splined end of the SR010 all the way into the shift rod (do not tighten the clamp bolt yet) and move the shift knob all the way toward the back of the car so the rod and coupler move forward. Bending the SR010 a bit, slip the rear end over the shift selector shaft on the transmission (if the fit over the selector shaft is too snug, more polishing with emery paper may be necessary). Once the SR010 is in place, align the setscrew hole on the top of the SR010 to be in place over the corresponding hole on the selector shaft. Insert the setscrew and using the 4mm allen/hex, torque the screw in place. Now, following the directions in the factory manual, align/adjust the linkage:

1. With gearshift and transmission in neutral, loosen the shift rod clamp and turn the shift selector shaft (by holding the aluminum ring on SR010) all the way to the right (toward the passenger’s/RH side).
2. Move gearshift lever (shift knob) to the driver’s/LH side until it touches the stop. Then move the shift knob front to rear until it is in the middle of its range.
3. Torque the clamp bolt to 18 ft/lbs.

Start your car and determine that you are able to select all gears with the SR010, selector shaft, and shift rod aligned together as they are. If you are not able to select all gears, or if the shift knob is not where you want it, loosen the clamp bolt and try again. You may find it takes a couple of tries to get the SR010 and your shifter aligned, but it is not that difficult. Once torqued down, reinstall the cover and ENJOY!