

# **CAE SHIFTING TECHNOLOGY GMBH**

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## **INSTALLATION MANUAL CAE ULTRA-SHIFTER PORSCHE ART No. 10014 & 10013ST WITH CAE HD SHIFTCABLES**



The CAE shifter 10014 is designed for Porsche cars without interior  
Center console have to be removed  
For installation of the 10013ST the trim parts have to be modified

### **WARNING!**

**Due to the design of motor sport and therefore missing rubber  
damping elements engine and transmission noises and  
vibrations may transmitted into the interior**

### **Reinstallation:**

Remove the center console and trim parts.  
Remove also the parking brake lever and stock shift unit  
*to relax the brake cables under the lever, push the clamping device to the  
back and hang out the cables side by side*  
*Lift the Car with an approved lifting device safely*  
*Dismount the underbody panels*

*Then remove Shiftcables including sealing-rubber downside*

### **Installation:**

*Grease the ball joints. After securing the complete assembly of  
the shifter secure ballheads with the cotter pin.*  
*Glue all nuts / bolts while assembling !*  
*Never bend the shift cables!*

### **Preparations for the installation of CAE Cables:**

remove the rubber gasket with a sharp knife carefully from the original cables, cut the rubber side up along the cables, the cables can be removed.

Insert the CAE cables as shown on the following image in the rubber.



Picture shows inner side of the cables and older cable Type

Occupancy of the rubber (in driving direction )

Links: Leave blank for positive battery cable (996&997)

Middle: shift cable (S)

Right: selection cable (W)

The length of the cables are fixed, do not remove the alu-adapters

Replace the stock gear lever rubber caps by the provided

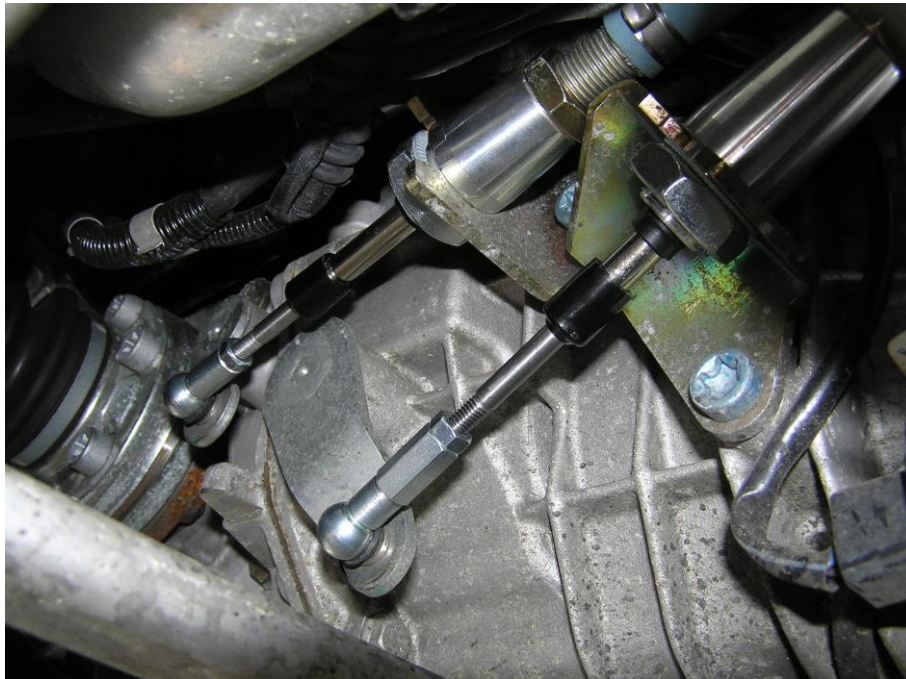
### **Installation of CAE Cables:**

For easy installation spray Rubber gasket with brake cleaner, its slippy and dries quick

introduce CAE cables and rubber gasket to into the body through and  
insert the positive lead into the rubber gasket  
Press sealing rubber to stock position

### **Positioning of the CAE shift cables (Pictures shows GT3 Gearbox)**

Push the rubber caps over the ball joints of the gear levers  
Fit the shift cable (S) to the lower gear lever and the Selection cable (W) to the upper gear lever  
Screw the ball socket thread to stop and push on the ballpans to the balls



### **Main Unit installation :**

Screw the CAE Shifter with the original nuts bolts on the transmission tunnel.

While placing the shifter introduce the cables already into the shifter.  
Screw cables nuts to bulkhead plate.

Screw ballpan of the shiftcable (S) to end of the tread and push it onto the balljoint, install the cotter pin, do it with the selectioncable (W) also

### **Replace the handbrake lever again**

## Setting the shift range 6 speed Gearbox and functional test

**Before** mounting the center console tune the shifter and perform a functional test, if possible, make a test drive

- Select 3.or 4th Gear by moving lever for- or backwards



- Adjust central position of the lever by setting the spring stop under the shift lever bracket with 5mm allen-wrench. The shift lever (knob) should be in the neutral level 3./4.Gear about 5-8 deg. to the right >>>

**CHECK:** The (S) cable have to go straight to the lever as shown in this example pic

<<<<< >>>>>

Position: 3<sup>rd</sup> /4<sup>th</sup> gear **Neutral**

Use only the tooth-washer to fix



Middle position 3rd / 4 th gear



the cables

M16 threads of the cables are not visible in the shifter

- Adjust the Unibal-pushrod in the shifter by turning the rod until the pan

of selection cable can pushed easily to the ball end of the L-lever without offset. (almost shortest position)

**INFO:** the upper thread of the pushrod is righthand thread the

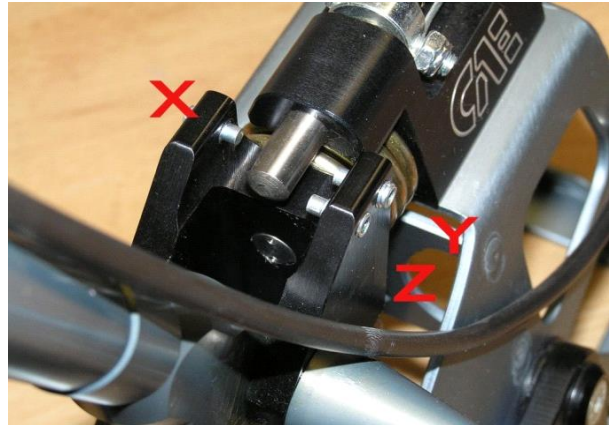


downside is lefthand thread

- **CHECK:** 3rd / 4th gear can be shifted easy and the shift lever has the same play to right and left **at selected gear**.  
If unbalanced readjust until its ok. fix the pan by cotter pin and tighten the Nuts of the Unibal rod.

!!! Attention it`s made from aluminium !!!

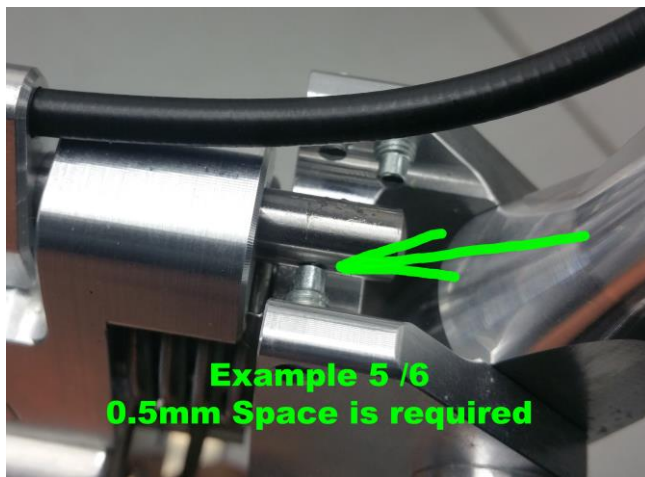
- Activate the reverse lockout by pulling reverse mechanism at the lever and select reverse gear.  
Screw in stop screw Y until the reverse can insert clean.



**CHECK:** If the lower part of the shift lever collide at the right side with the screw head of the pushrod you should adjust the central position of the shift lever slightly to the right, and start with step 1 "middle position"

- Now shift gearbox by the shifter in level 1/2 (search) and adjust screw Z until the gears at level 1/2 go smooth.

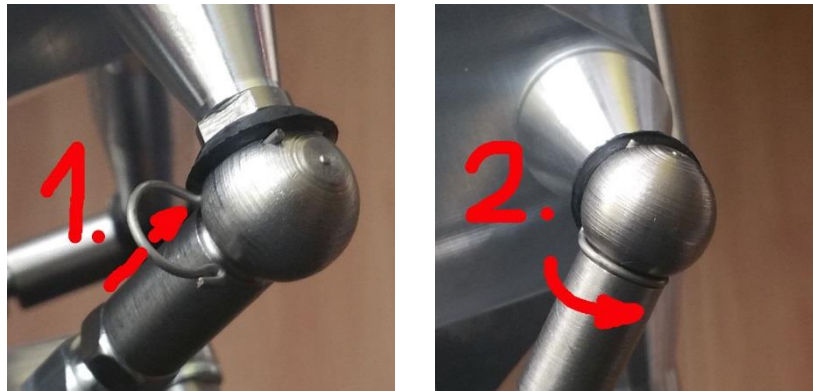
- Then switch gears via the gearshift lever in Level 5/6. and screw the stop screw X until the 5th / 6th Gear can insert clean.



Check that all adjustment screws have about 0.5 mm play when gears are selected, not less and not more

If this screws have to much play it will stress the Shift cable in the Shifter till it`s damaged

Remove the remaining panel parts and check for proper function



How to secure the ball pans by using the pin clams

**Check all the essential functions of the Shifter while driving and re-adjust if necessary.**

**Incorrect adjustment will destroy the shifter, the cables or your gearbox**

**CAE Shifting Technology wishes you a good trip**

**If you experience any problems or questions, please contact us absolutely, we need YOUR feedback to improve our products**

## Modifying of the trim parts

only 10013ST





## **Mounting the middle console**

Pull the Pan of the lower  
Lever end once more  
and mount the console  
For this push the lever  
carefully to the front :

push the pan on the ball  
and secure it with cotter  
pin

Then fix the console by  
screwing





## **Using Porsche stock Cables :**

The shiftcables have to be interchanged before installing at the main unit:

Then the selection cable (BLUE) have to run to the L-lever on the right site, the shift cable (BLACK) on left to shift Lever .This is easy to do under the handbrake lever.



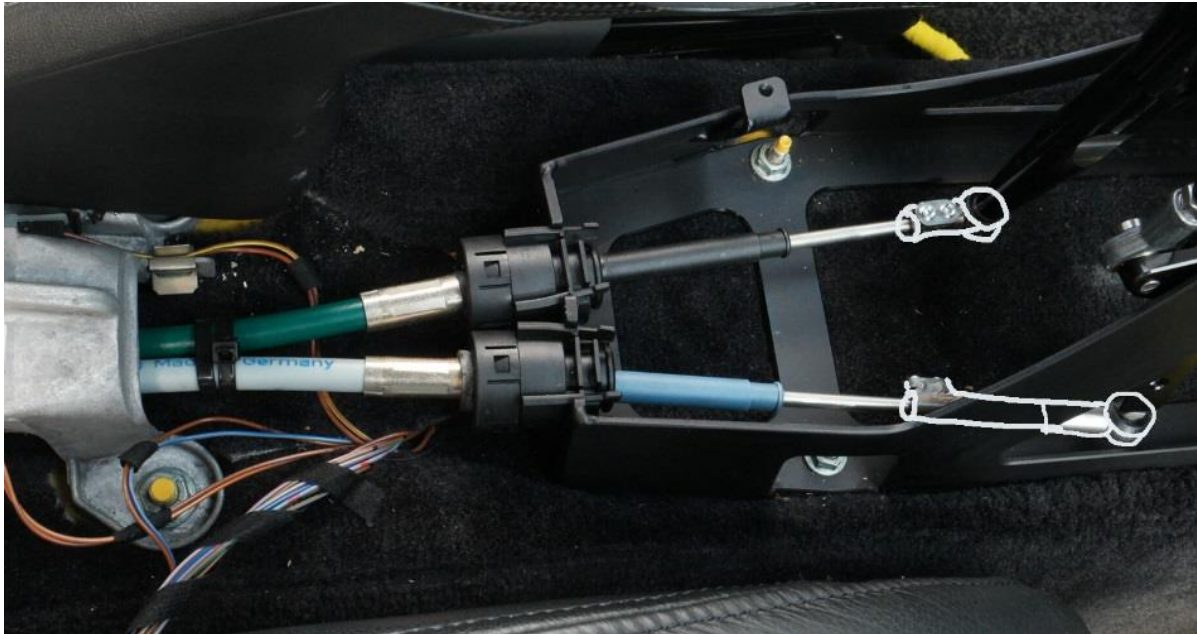
Remove the stock cable ends from the shiftcables

## **CAE Cable Ends :**

The long ball pan belongs to the selection-cable (to the L-Lever),the short ball socket to the shiftcable (shiftlever downside)

Introduce the ribbed ends of the original shift cables into the hole of the short CAE ball sockets and secure with the M5 screws.  
Glue the screws.

*Do it with the longer pan later, while tuning the Shifter*



Note the position of the pans, the open pans should be facing up