



CMS 996 SHIFT ARRESTER INSTALLATION NOTES

Thank you for purchasing the CMS shift arrester (aka shift catch). It replaces part number 996.303.033.00 and is designed to improve the geometry and function of the shift shaft assembly. It will allow for more consistent and full engagement into gear, especially 2nd.

The existing operation sleeves and synchro teeth should be inspected and replaced as needed when the gear housing is off. If your transmission is grinding into gear or popping out of gear the new shift arrester alone will not fix the problem.

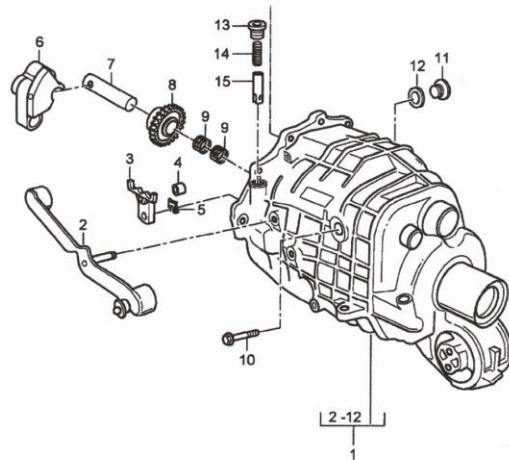
Contents:

1. Shift arrester/shift catch
2. Spacer for detent spring

Fits the following Porsche 6 speed manual transaxles:

1. 996 C2/C4
2. Boxster S 986
3. 996 Turbo, GT2 and GT3, including CUP
4. 997 Turbo, GT2 and GT3

With the gear housing (#1) removed (or attached), unscrew the plug (#13) and remove the pressure spring (#14) and arresting bolt (#15).





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With the gear housing and arresting bolt removed, on the inside housing carefully remove the circlip (#5) to remove the shift arrester (#3). The roller (#4) will have to be swapped over to the new shift arrester. "Glue" roller on with viscous grease when reinstalling.

When reinstalling the circlip make sure it seats perfectly.



Included with the shift arrester is a spacer that fits between the cap and spring. This will slightly increase spring pressure making for a more positive feel when engaging gears. (This is an optional part and does not have to be used in conjunction with the shift arrester.) Torque cap to 15 ft lbs.