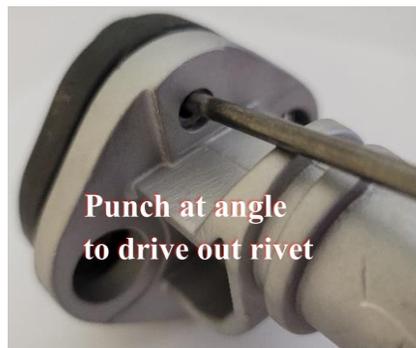


## JWest G50 Coupler – '87-'98 Porsche 911

For cars with rubber coupler – not for models with u-joint in shift rod (some C2 and RS)

### Removal:

1. Working under the car, remove the shift coupler to transmission special shouldered bolt. On 964/993 remove 2 nuts attaching rubber coupler to shift rod and remove coupler assembly.
2. On '87-'89 911, move to the inside of the car and remove the coupler cover plate in front of the rear seats and unbolt the coupler from the shift rod. Remove the coupler assembly from the car. This is a great time to replace shifter bushings and removing the shift rod from the shifter mechanism will give more access to the coupler bolts. With the coupler removed, the shift rod is much, much easier to insert into the shifter bushing on the '87-'89 cars.
3. Grind or drill the deformed portion of the rivets that hold the rubber to the coupler. An abrasive cutoff wheel can be used to grind the rivet head flush to the aluminum coupler and then drive out the rivet with a punch. Access to one of the rivets is blocked by the coupler casting. After grinding the rivet flush, the coupler can be held in a vice and the rivet driven out at an angle with a thin (about 4mm) punch. The other rivet is easier and can be driven out with an 8mm punch.



### Installation:

4. Put the flat washers on the new bolts and insert them into the JWest coupler in the holes with the metal bushings. Position onto the aluminum part, passing the bolts through the smaller holes from which the rivets were removed.
5. Install the serrated washers and nuts and tighten fully against the metal bushings.



6. Position the shoulder bolts through the large aluminum holes and through the JWest coupler. NOTE: the shoulder bolts will be loose in the aluminum, this is by design to allow isolation and flex. Without this clearance, the parts would be solid metal-on-metal.
7. Install the coupler onto the shift rod, install the original nuts onto the shoulder bolts, and tighten securely. You will see an air gap between the bolt heads and the aluminum coupler after the bolts are tight, this is expected and is correct.
8. Position the coupler back onto the transmission and reinstall the special bolt.

Enjoy increased shifting precision!

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