

# FUNCTION-FIRST

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# PERFORMANCE

PLEASE READ BEFORE INSTALLATION: These instructions serve only as a guideline - the installation process for each vehicle may vary depending on make/year/model/trim/etc. It is the sole responsibility of the user to check for suitable product fitment prior to beginning the installation process. The user also accepts that working on or around a vehicle is an inherently dangerous activity, and as such should only be attempted by a qualified automotive technician. By installing or using any Function-First Performance product, the user assumes and accepts all risks.

## INSTALLATION INSTRUCTIONS

### Console Riser Kit - 996 Coupe



## TOOLS NEEDED

- Wheel Chocks
- Interior Trim Pry Bars (non-marring)
- Protective Towels / Rags
- Razor Blade
- Pliers / Pry Bar
- Sockets: 10mm, 13mm, 18mm (deep), 6mm Inside Hex, extensions
- Wrenches: 13mm, 18mm, 3/8-in, 5/8-in
- Allen Key: 6mm
- Torx Screwdrivers: T20, T25, T30

## OEM Center Stack Removal

1. Remove all electronic accessories from the OEM center stack.
2. Remove the carpeted trim pieces from beneath the dashboard (pull front of pieces outward from their 2 clips).
3. Remove the clips from the gold dashboard support bracket (2 per side, circled in RED). \*\*\* You will reuse 2 of these clips to install the CRK shifter plate into the OEM center console \*\*\*
4. Remove stack side cushions (pull front of cushions outward from their 3 clips and slide rearward - toward you).
5. Unscrew fasteners holding stack to brackets (2 per side, circled in YELLOW). \*\*\* You will reuse 2 of these screws to install the CRK center stack \*\*\*



6. Carefully remove the stack by pulling it rearward and out from under the dash (it helps to have the car in 4<sup>th</sup> gear).

7. If you will be installing any electronics in the CRK center stack, route that wiring to this location now.

## OEM Center Console Removal

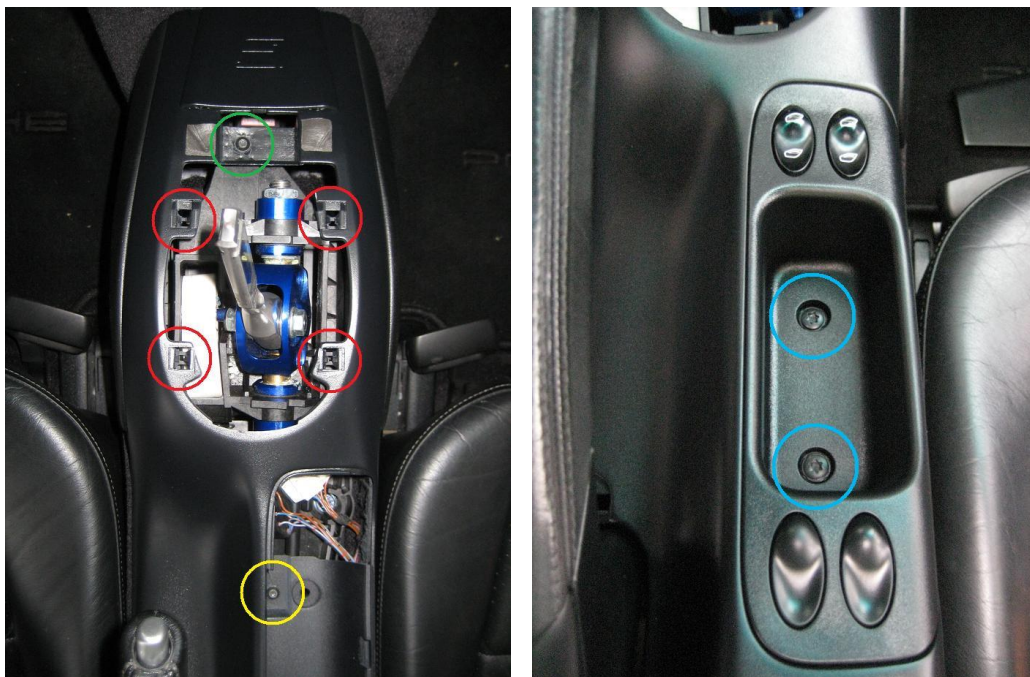
1. Tilt passenger seat all the way back.
2. Remove E-brake side cover (from the top, pull slightly outward from its 2 clips, then lift straight up).



3. The center console is held down by 5 screws. Access and remove all fasteners (listed, in order, from front to rear):

**Fastener #1:** Remove shift knob and shift boot (pull shift knob up shaft until boot is taut, pull boot slightly upward from its 4 clips, pull boot rearward out from underneath center console) to access fastener #1 (circled in GREEN).

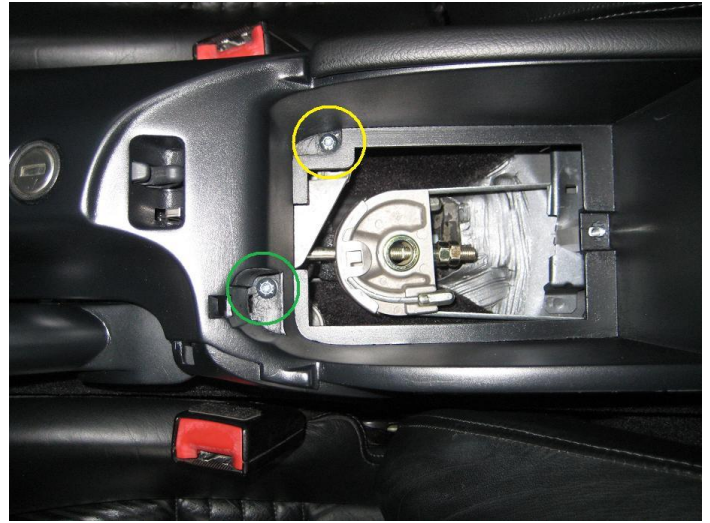
**Fastener #2:** Remove ashtray/rubber mat and unscrew plastic anchors (circled in BLUE); pull entire bin upward and remove/unplug switches to access fastener #2 (circled in YELLOW).





**Fastener #3:** Remove coin holder from rear storage bin (insert small screwdriver in slot at coin holder base and pry upwards) to access fastener #3 (circled in GREEN).

**Fasteners #4 and #5:** Remove rubber trim from rear storage bin and unscrew fastener #5 (circled in BLUE); pull cover plate up to access fastener #4 (circled in YELLOW).



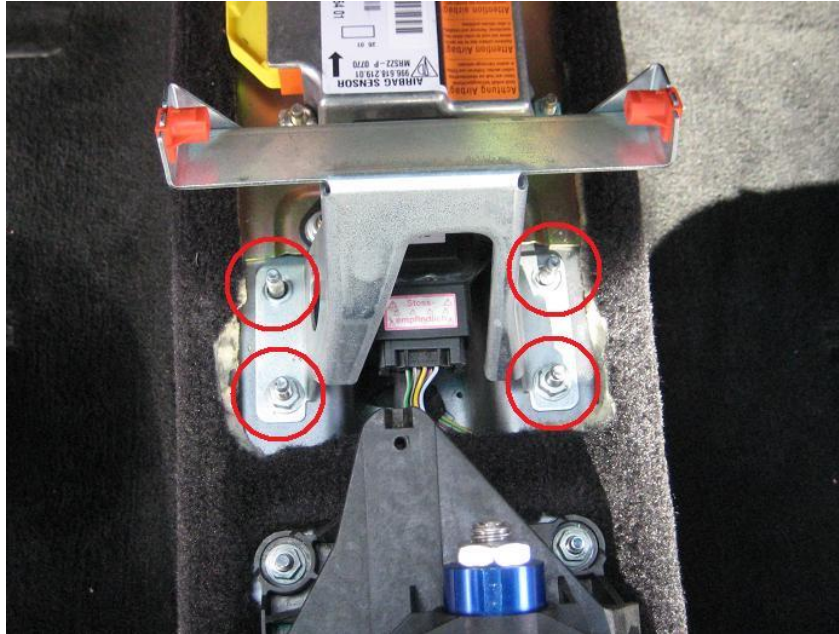
4. Once center console is freed, slightly lift rear up and unplug wiring below (rear bin switch and ashtray light).
5. Remove center console by lifting the rear upward and swinging it outward over the passenger seat, then lift the front section up and over the shifter.

## **OEM Center Stack Bracket / Shifter / E-Brake Removal**

1. **Chock your wheels!!!** You will be disconnecting the E-brake in the next step.
2. Remove E-brake – unclip sensor wire, unscrew both nuts from the threaded rod (circled in RED below), pull the handle all the way up, remove the 4 nuts and place E-brake to the side.



3. Remove center stack bracket (4 nuts). \*\*\* You will reuse 2 of these nuts to install the CRK center stack \*\*\*



4. Remove shifter (4 nuts) and place to the side on the passenger seat using a towel or protective rag (**DO NOT** disconnect shifter cables!!!).
5. Remove the gold wire guides. You will not be reusing these with the CRK.





## Install CRK Center Stack

1. Orient the center stack so that its front face is horizontal and facing upward.
2. Slide it forward along the bottom of the dash board, and spread the sides just wide enough to hug the center tunnel.



3. Tilt the stack legs down and over the bracket studs located in front of the shifter studs.



4. Once the legs are fully seated onto the center tunnel, pull the top of the stack toward you along the dashboard, making sure the inner stack sides clear the gold dashboard bracket, until the side mounting holes are aligned with plastic orange anchors in the gold bracket.



5. Install the 0.25-inch ID metal sleeves onto the studs (to close the gap between the stack legs and the studs).
6. Loosely install the stack leg nuts, utilizing the OEM nuts.
7. Loosely install the stack side screws into the orange anchors located in the gold dashboard support bracket, utilizing the supplied washers (0.7-inch OD) and OEM screws.
8. While gently pushing the center stack forward, fully tighten the stack leg nuts until snug. Leave the side screws loose! These will be the last fasteners that are tightened.



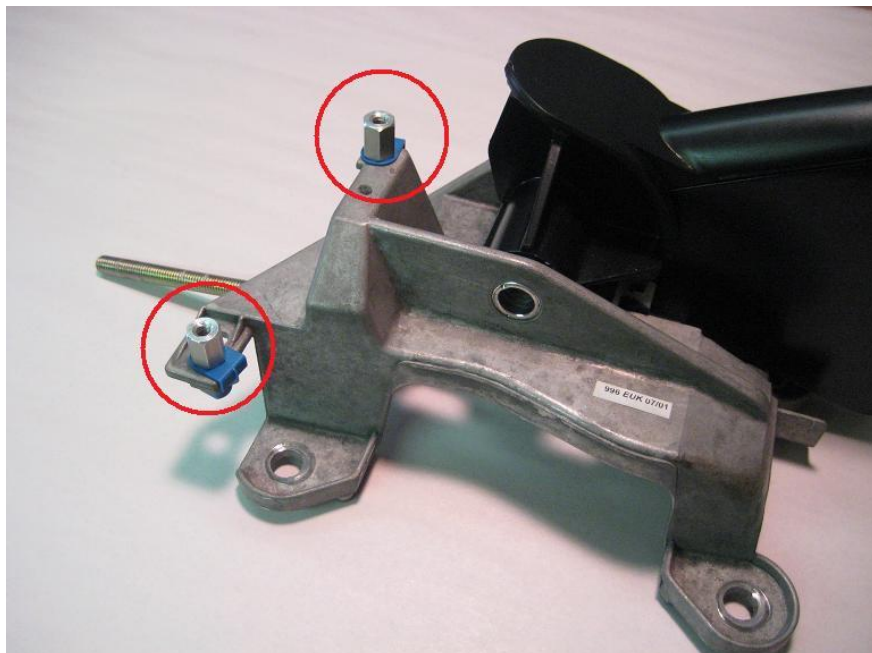


## Install Hex Standoffs and Riser Side Trim

1. Install respective washers (7/8" OD) onto the shifter and E-brake studs, ensuring that they are fully seated onto the center tunnel (if necessary, you can slightly trim the carpet with a razor blade to clear the washers).
2. Using a dab of blue thread-locker, install the 2-inch tall hex standoffs (18mm) onto the shifter studs (machined standoff end upwards). \*\*\*Make sure to torque standoffs at their base using a deep socket or a wrench.\*\*\*
3. Using a dab of blue thread-locker, install the 1.5-inch tall hex standoffs (18mm) onto the E-brake studs (machined standoff end upwards). \*\*\*Make sure to torque standoffs at their base using a deep socket or a wrench.\*\*\*

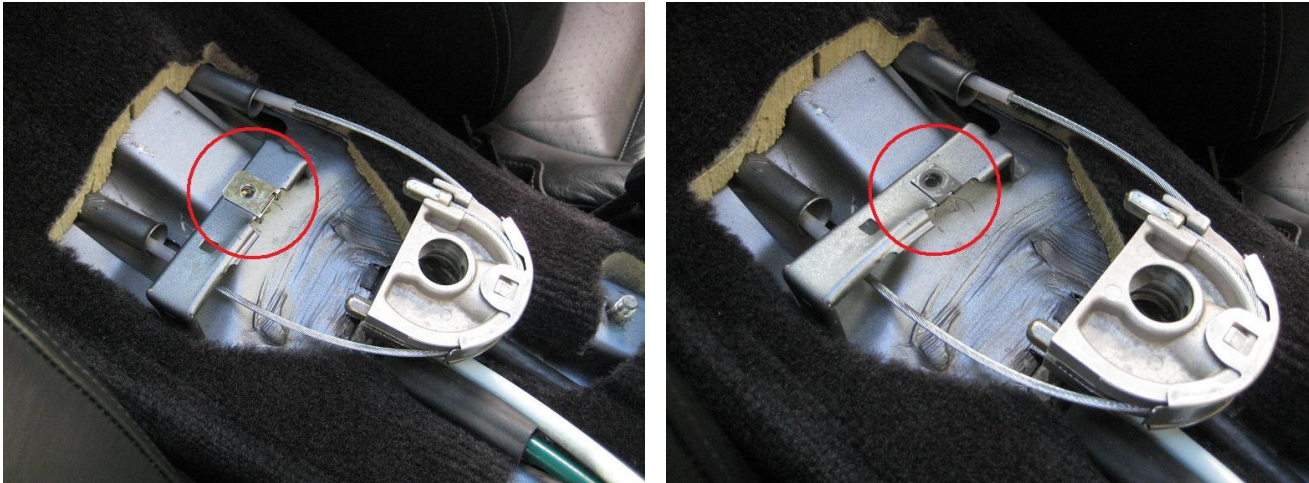


4. Install the 0.5-inch tall hex standoffs (3/8-inch) into the blue anchors on the E-brake.





5. Replace the OEM gold clip-on nut located over the E-brake cables with the included black clip-on nut.



6. Install the 2-inch hex standoff (5/8-inch) into the black clip-on nut.





7. Press both riser side trim pieces onto the hex standoffs. Do not fasten any screws yet.



## Reinstall Shifter

1. Gently pull the shifter cables through the black rubber grommet (located in rear section of center tunnel) to provide just enough slack to mount the shifter onto the hex standoffs.

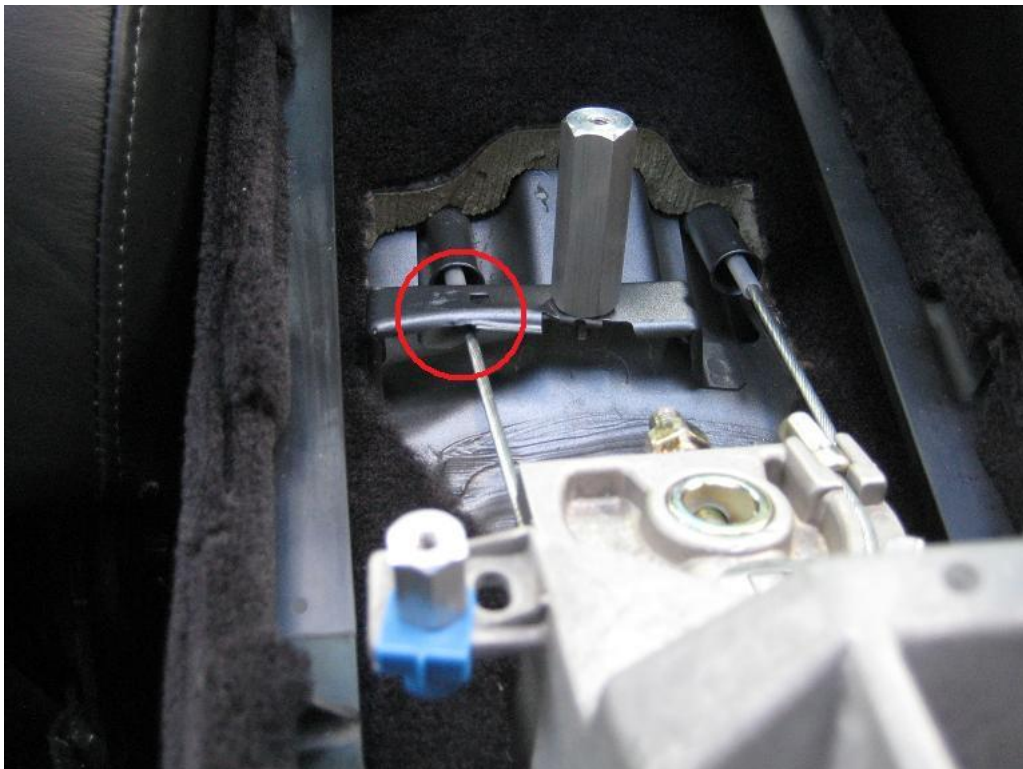




2. Using the longer (30mm) socket head cap screws and lock washers, bolt the shifter onto the standoffs (**DO NOT** use thread-locker!!!).
3. Depress clutch and move the shifter lever through all the gears to ensure there is no binding.

## **Reinstall E-Brake**

1. Pull the E-brake handle all the way up.
2. Using the shorter (20mm) socket head cap screws and lock washers, bolt the E-brake onto the standoffs (**DO NOT** use thread-locker!!!).  
  
\*\*\* Please note that the E-brake mounting holes are over-bored from the factory to allow for adjusting its placement on the center tunnel. To begin, make sure the E-brake is centered on the standoffs, but be advised that you may need to adjust this placement for optimal center console fitment. \*\*\*
3. Connect E-brake sensor wire.
4. Slide the E-brake turnbuckle onto the threaded rod, along with the gold OEM hardware, drop the handle all the way down, and affix one nut by hand to hold the assembly in place.
5. There may be interference between the right side E-brake cable and the rear bracket that it runs beneath. Using a pry bar or pliers, bend the bracket up just enough to clear the cable, making sure to not misalign the hex standoff next to it.



6. Adjust the turnbuckle so that the E-brake maxes out at 5 clicks, and lock the adjustment nut in place with the jam nut. Make sure that the concave spacer is seated properly between the cylindrical turnbuckle spacer and the adjustment and jam nuts. **Repeat step 5 above to ensure that the E-brake cable makes NO contact with the rear bracket throughout its entire range of motion!**

## **Install Riser Side Trim and Rear Plate**

1. Affix the front of the riser side trim to the center stack using provided T25 Torx screws. **DO NOT** over tighten these screws - use only a Torx screwdriver and tighten until just snug. (Please note that the side trim mounting holes are slightly over-bored to allow for adjustment – start with the trim pieces pushed inward, and if a gap exists after center console installation, these can be adjusted outward.)



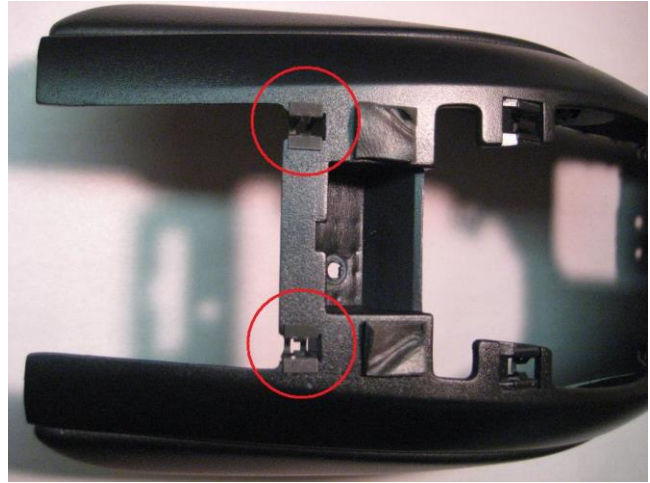
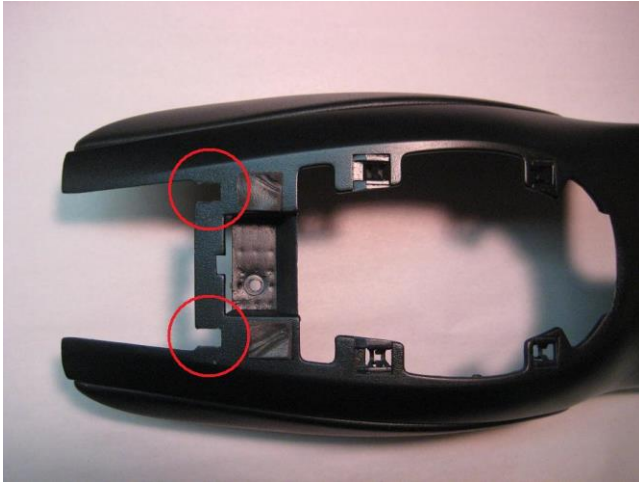
2. Affix the rear plate to the rear of the riser side trim using provided T25 Torx screws. Again, **DO NOT** over tighten these screws - use only a Torx screwdriver and tighten until just snug. (Please note that the side trim mounting points purposely stretch out wider than the rear plate to ensure a tight and centered fit.)





## Center Console Fitment

1. Install the 2 clips removed earlier from the gold dashboard support bracket into the 2 slots at the front of the center console (circled below).



2. Snap the CRK shifter plate into the center console.



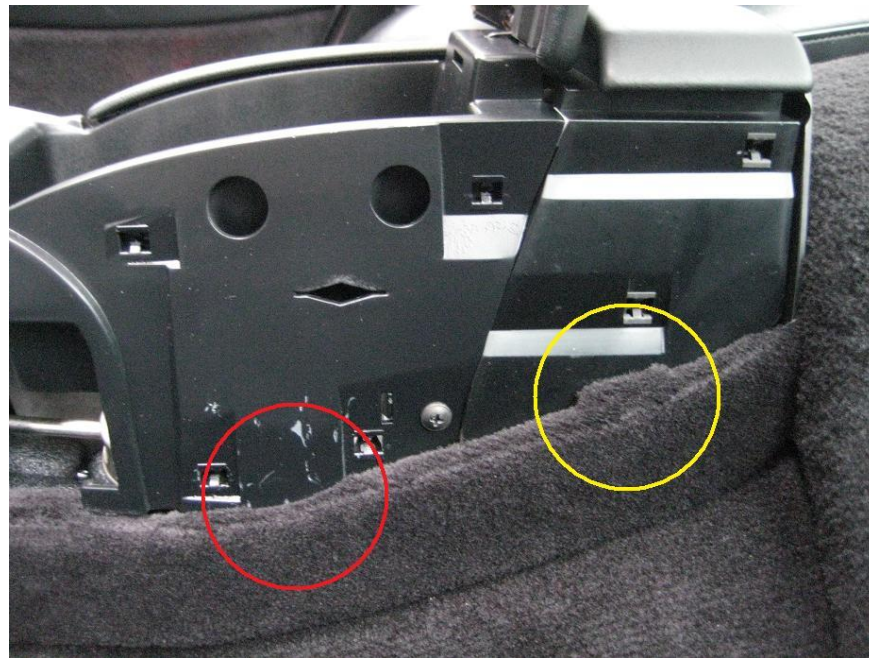
3. To ensure proper fitment of the center console in the following steps, remove both sides of the rear trim pieces by pulling them outward from their 6 clips.



4. For optimal fitment, ensure that any sound deadening material inside the center console is trimmed  $\frac{3}{4}$ -inch away from the bottom edge.



5. Pull the E-brake all the way up, and loosely place the center console on top of the shifter and E-brake.
6. **IMPORTANT!!!** Starting at the front, ensure that the console edges fit over the outside of the riser side trim along the center section. At the rear section of the riser side trim, locate the 2 sets of tabs on each side - make sure that, on both sides, the console fits outside the front tab (circled in RED) and inside the rear tab (circled in YELLOW).



7. Before installing any hardware, double check that the center console is fully seated on all 5 mounting points. If not, make necessary adjustments as noted in steps above.
8. Once the console is confirmed fully seated, reconnect all wiring, and reinstall OEM screws into the front 2 mounting points, and install provided T25 Torx screws into the 3 rear mounting points.
9. Reassemble remaining console pieces in reverse order of removal.



## Final Fitment (Blank Face model)

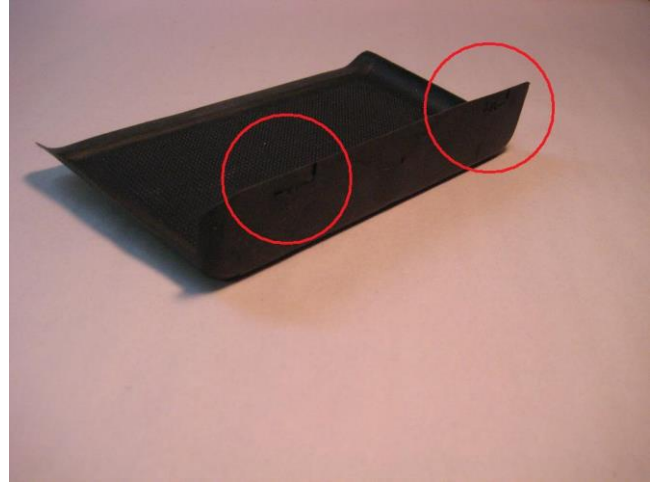
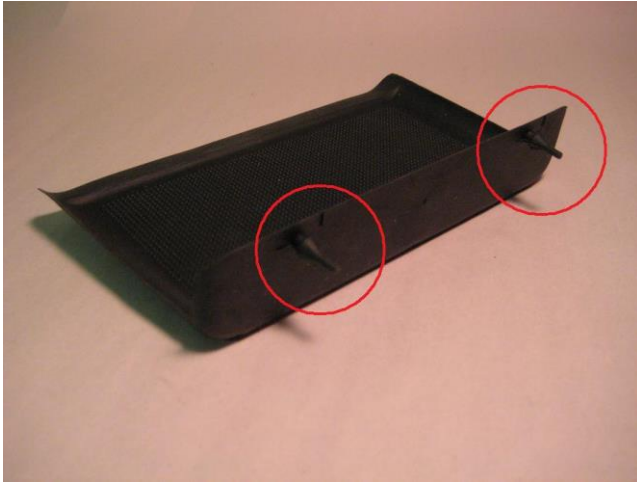
1. Tighten the center stack side screws fully.
2. Insert end plugs into the side screw access holes.



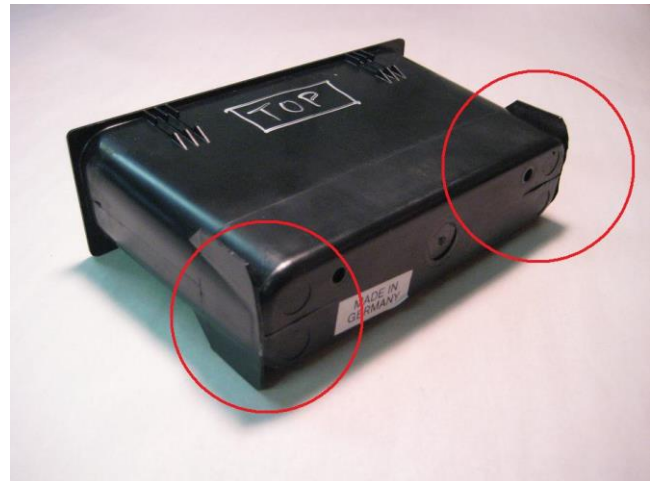
3. Done! Enjoy!

## Final Fitment (Storage Bin model)

1. Pass the Bin Support through the center stack opening and affix into the inner side recesses.
2. Tighten the center stack side screws fully.
3. Insert end plugs into the side screw access holes.
4. Remove rubber mat from your OEM storage bin and trim both rubber nubs at rear (flush with the backside).



5. If mounting an "Upper Console" storage bin, trim plastic wings from rear (flush with backside) as shown. "Lower Console" bin requires no trimming.



6. Slide storage bin through the center stack opening, aligning the holes with the Bin Support, and affix using provided T25 Torx screws. Again, **DO NOT** over tighten these screws - use only a Torx screwdriver and tighten until just snug.
7. Reinstall modified storage bin rubber mat.
8. Done! Enjoy!



## **Final Fitment (Climate Control Unit model)**

1. Tighten the center stack side screws fully.
2. Insert end plugs into the side screw access holes.
3. Install climate control unit adapter brackets into center stack opening (2 required - Porsche part # 996.573.501.00) by affixing OEM screws into bottom holes until just snug.



4. Plug in the climate control unit wiring and slide the unit into the adapter brackets. Make sure the adapter clip-on nuts are flush with the center stack opening, otherwise they may interfere with fully seating the unit into the brackets.
5. Install the top screws that hold the unit in place, and fully tighten all 4 screws.
6. Install OEM trim surround (1 required – Porsche part # 996.552.677.01).
7. Done! Enjoy!