



CALIFORNIA MOTORSPORTS PRODUCTS

CMS 901 BILLET INTERMEDIATE PLATE



The factory cast magnesium intermediate plate is known to be problematic. Original ones tend to crack, have loose or out of round bearing bores or may have worn out shift shaft provisions.

Perfect for street, race, higher horsepower and V8 applications-where the additional strength is really needed!

- Precision machined from aircraft grade billet aluminum to exacting standards for perfect fit and function
- Silicone bronze shift rail bushings, which are replaceable
- Input shaft bearing oilier
- Lightest weight possible, only 4.25 lbs

Fits all Porsche 901/911 69-71 and 914 70-76 magnesium case transmissions

399 €

(Part number CMS.901.BIP)

CMS 901 BILLET BEARING PLATE



- Fits all Porsche magnesium case 901/911 69-71 and 914 70-76 transmissions
- Precision machined from 4130 Chromoly
- Better supports both main and pinion shaft bearings
- Improved design captures the main shaft bearing 45% more than OEM
- Substantial clearance provided for even non-standard tall 1st gear ratios
- Perfect fit for bearings and assembly
- Much stronger than the original cast part

Note:

Deletes shim underneath original retainer if applicable

239 €

(Part number CMS.901.BRT)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS

CMS 901 EARLY BILLET SIDE PLATE

At last, a strengthened side plate for the early aluminum case transmissions! Fits all vintage Porsche 911 and 912 short wheel base cars 65-68 (some early 69).

With the ever so increasing power of today's race engines and the stick of today's tires you are starting to put some serious stress on your original cast side cover, especially under track conditions. As the side cover acts as a thrust plate, under load there can be a tremendous force applied to it, and it can break sometimes causing damage the ring and pinion-or worse.

Upgrading to a billet side plate will add significant strength and reliability to the differential section.



- Precision machined from aircraft grade billet aluminum to exacting standards for perfect fit and function
- Oil passageway for standard taper roller bearing
- Removable billet clutch cable bracket
- Uses rubber o-ring instead of paper gasket (part 113.301.185a)

Note: The cover is thicker than the original and therefore requires longer studs to be installed.
INCLUDED!

329 €

(Part number CMS.901E.BSP)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS

CMS 911/914 BILLET SIDE PLATE

We offer a new generation of heavy duty and lightweight billet side cover for your late 901 or 914 transaxle. It will add a fair amount of strength to your diff section and is just plain sexy!



Our design features include:

- A diff bearing oiling provision
- Uses large 930 turbo diff bearing (999.059.064.00)
- Removable clutch cable holder can accommodate push clutch ('69 911 only) or pull clutch ('70-'71 911)

Note: for 914 applications, no cable bracket is included

Fits all Porsche 901/911 69-71 and 914 70-76 magnesium case transmissions

329 €

Part numbers

CMS.911.69.BSP

CMS.911.7071.BSP

CMS.914.BSP

CMS 915 BILLET BEARING RETAINING PLATE



199 €

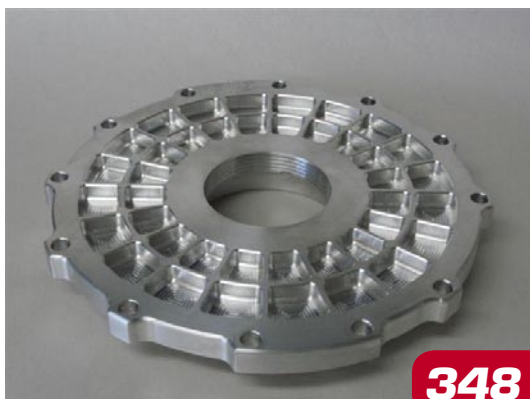
- Fits all Porsche 911/915 transmissions 72-86
- Precision machined from 4130 Chromoly
- Better supports both main and pinion shaft bearings
- Improved design incorporates an oil groove promoting more lubrication to the input shaft bearings
- Substantial clearances for ease of assembly
- Perfect fit for bearings and assembly
- Much stronger than the original cast two piece design

Part number CMS.915.BRT

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



348 €

CMS 915 BILLET SIDE PLATE

- Precision machined from billet 6061
- Superior in strength as compared to all OEM side plates
- Uses larger 930 Turbo differential taper bearing (999.059.064.00)
- Oil passageway for additional lubrication to the diff bearing
- Perfect fit/no clearance issues
- Adds strength and reliability to the diff section
- Perfect for racing and V8 applications
- Fits all 915 transmissions 72-86

(Part number CMS.915.BSP)



CMS 915 SPRAY BAR

- Custom made beautifully out of stainless
- Excellent reproduction of the RSR spray bar
- Allows for gear lube to be returned to critical areas of the gearbox promoting longer synchro, bearing and gear life
- Fits all 915 transmissions 72-86

595 €

(Part number CMS.915.SB)



Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



CMS 930 BILLET BEARING RETAINING PLATE

- Fits all Porsche 930 4 speed transmissions 76-88
- Precision machined from 4130 Chromoly
- Improved design incorporates an oil groove promoting more lubrication to the input shaft bearings
- Substantial clearances for ease of assembly
- Perfect fit for bearings and assembly with correct preload
- Much stronger than the original cast design

199 €

(Part number CMS.930.BRT)



CMS 930 BILLET SIDE PLATE

The original 930 differential side cover is made of cast aluminum, not to mention it's pretty thin. Under load there can be a tremendous force applied to this cover, and it can break, sometimes resulting in a damaged ring and pinion-or worse. Upgrading to a billet side plate will add significant strength and increased reliability to the differential section.

Our design features include:

- A ring gear thrust bolt to reduce ring gear deflection under load
- Ports that can be used for an oil cooling system
- Cross drilled oil passageways for the diff bearing. Works both upright and inverted!

499 €

(Part number CMS.930.BSP)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



G50 early version for 87-89 w/speed sensor



C2 non turbo version



C2 Turbo version w/ring gear thrust bolt

CMS G50 BILLET SIDE PLATE

The original differential side cover is made of cast aluminum. Under load there can be a tremendous force applied to this cover, and it can break, sometimes resulting in a damaged ring and pinion-or worse.

Upgrading to a billet side plate will add strength and increased reliability to the differential section.

Our design features include:

- A provision for the OEM speed sensor for early models
- An oil passageway for diff bearing
- Uses the standard taper bearing, radial seal and O-ring
- The turbo version further incorporates a thrust screw to reduce ring gear deflection under load

PRICING:

- G50 billet side plate for 87-89 911 **425 €**
(Part number CMS.G50.BSP)
- G50 billet side plate for 90-94 964 C2 **425 €**
(Part number CMS.993.BSP)
- G50/52 billet side plate for 91-94 965 C2 Turbo **499 €**
(Part number CMS.GT3.BSP)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



CMS G50/993/996T/GT3 CLUTCH RELEASE FORK PIVOT SHAFT BOSS REPAIR

It's not uncommon for the bosses that capture the pivot shaft for clutch release fork to crack or break off rendering your clutch inoperable. We can professionally repair your bell housing for a fraction of what it costs to replace the housing or the transmission!

375 € per boss (not including teardown and reassembly labor of the transmission)
(part number CMS.G50.TOBR)



CMS 993 BILLET SHIFT FORK

The original forks are cast and sometimes break or will simply wear out. The roll pin provisions are also known to wear out causing failure.

Billet forks are stronger, more reliable and are commonly used in factory race transmissions.

Fits all 993 C2, C4 and Turbo transmissions 95-98

Billet aluminum 1st/2nd shift fork **249 €**
(Part number CMS.993.BSF)



CMS 993 BILLET SIDE PLATE

The original differential side cover is made of cast aluminum. Under load there can be a tremendous force applied to this cover, and it can break, sometimes resulting in a damaged ring and pinion-or worse.

Upgrading to a billet side plate will add strength and increased reliability to the differential section.

Our cover features an oil passageway for diff bearing and accepts the standard taper bearing, radial seal and O-ring.

993 billet side plate for 95-98 993 C2/C4 **425 €**
(Part number CMS.993.BSP)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS

CMS 996T, GT2, GT3 BILLET SIDE PLATE



The original differential side cover is made of cast aluminum. Under load there can be a tremendous force applied to this cover, and it can break, sometimes resulting in a damaged ring and pinion or worse. Upgrading to a billet side plate will add significant strength and increased reliability to the differential section.

Our cover features an oil passageway for diff bearing and accepts the standard taper bearing, radial seal and O-ring. This version further incorporates a thrust screw to reduce ring gear deflection under load.

499 €

(Part number CMS.GT3.BSP)

Fits all 6 speed 996 and 997 Turbo, GT2 and GT3

CMS 996T, GT2, GT3 BILLET SHIFT FORK



The original forks are cast and sometimes break or will simply wear out. The roll pin provisions are also known to wear out causing failure.

Billet forks are stronger, more reliable and are commonly used in factory race transmissions.

- Billet aluminum 1st/2nd shift fork \$249
- Fits all 996 Turbo, GT2 and GT3 transmissions

249 €

(Part number CMS.GT3.BSF)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS

CMS SHIFT ARRESTER

If you are unfortunate enough to experience the dreaded 2nd gear pop out, **DON'T GRIND YOUR TEETH!**



After extensive testing and development we are proud to announce a new component related to the internal shift mechanism that promotes far better and more reliable engagement to 2nd gear with a newly designed profile.

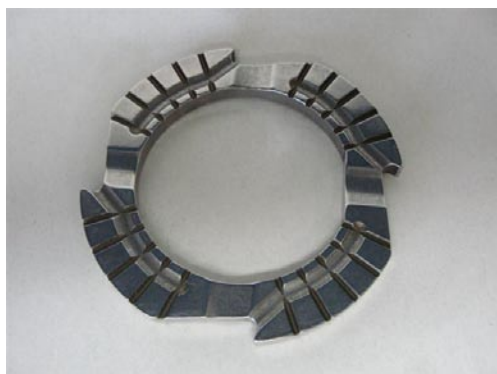
This will allow for a more proper engagement of the synchro teeth and will not result in any unwanted changes to other critical settings unlike backyard "modifications" do.

Precision machined from 4130 Chromoly.

For all models of 996 C2/C4, 986 Boxster S, 996 GT2 and GT3.

199 €

(Part number CMS.996.SA)



CMS 996 & BOXSTER S 986 BILLET 3RD/6TH GEAR MAIN SHAFT THRUST WASHER

It's not uncommon for the original thrust washer to fail causing serious damage inside your transmission. We now offer a stronger billet thrust washer with specially designed oil grooves which promotes lubrication to 3rd and 6th gear needle cage bearings.

For all 996 C2/C4 and 986 Boxster S manual 6 speed transmissions.

120 €

(Part number CMS.996.BTW)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS

CMS 996 AND BOXSTER S BILLET SIDE PLATE



Our newest addition to the billet side cover family has been long awaited. Its fit is much more precise and will not "float" like the original cast ones do. Also incorporated is a diff bearing oiling provision.

A must for racing and performance applications.

499 €

Fits all 996 C2/C4 and Boxster S 986 6 speed manual transmissions

Part numbers

CMS.996.BSP (996)

CMS.986.BSP (Boxster S)

CMS 968 BILLET SIDE PLATE



Finally a billet side plate for the 968 6 speed! Beyond it being a show quality piece, it will deliver increased strength to the diff section allowing you to run more power reliably.

Our cover uses the standard taper differential bearing, o-ring, axle seal fill plug and cover bolts. It also features a ring gear (anti) thrust bolt to help maintain proper alignment under load.

A must for racing and high horsepower applications.

499 €

(Part number CMS.968.BSP)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



CMS BILLET CABLE SHIFTER/SHORT SHIFTER

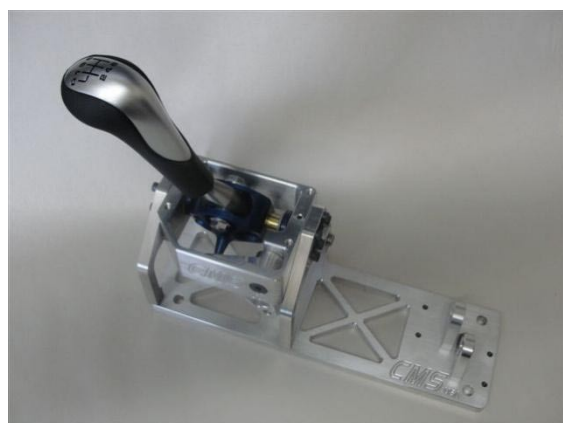
Modeled after the Porsche 996 cable shifter, our assembly incorporates a B&M short shifter for 996/997/GT2-3/Cayman/Boxster.

Other features include:

- A 35% reduction in throw
- Side to side free play is eliminated as found in all OEM shifters
- All parts are CNC machined in house from 6061 aircraft grade aluminum
- Works with existing factory shift cables for OEM applications
- Works with custom 2 or 3 inch cables for custom applications

CMS billet cable shifter assembly with B&M 45135 short shifter installed **849 €** (without knob)
(part number CMS.996.BCS)

The shifter can be ordered without the B&M shifter if you already have one.



CMS BILLET CABLE BRACKET FOR 996, GT2, GT3

For most component car applications OEM cables won't work and custom cables are required. If you are building a car then the last thing you need is to add a bracket to your to do list. So we have done it for you!

150 € bolts included



Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



CMS BILLET SIDE SHIFTER CONVERSION FOR G50 5 AND 6 SPEED

This patent pending design moves the main shift shaft to the side of the transaxle case allowing for a neat and tidy way of attaching shift cables. Perfect for some mid-engine installations and especially where space is limited behind the transmission.

Shift cables can be attached or retrofitted to a variety of shifters including the CMS billet cable shifter.



- **999 €** (not including teardown and rebuild labor)
- **899 €** kit price (requires your gear housing and shift shaft)
- Shift cables and cable brackets sold separately

(Part number CMS.G50.BSS)

Prices and availability are subject to change without notice



CALIFORNIA MOTORSPORTS PRODUCTS



CMS BILLET END CAP FOR G50 5 AND 6 SPEED

This conversion was originally designed for mid-engine installations for use with our side shifter conversion - but can also be used in rear engine applications.

Can be useful for 6 speed AWD to 2 wheel drive conversions, or to replace the no longer available 6 speed 2WD gear housing.

The end plate is available in two versions, with and without the provision for the shift shaft. This conversion requires either the c4 5 speed or c4 6 speed gear housing to be used in conjunction.

495 €

(Part number CMS.G50.BEC) 5 speed

(Part number CMS.993.BEC) 6 speed

Please specify with or without shift shaft provision upon ordering.



CMS CABLE SHIFTER KIT FOR G50 5 AND 6 SPEED

Originally designed for FFR GTM's and Ultima GTR's, our newest cable shift kit is a complete "bolt on" kit.

As the lengths of the cables will vary based on how they are routed and the exact transaxle being used, we cannot pre-determine the lengths unfortunately. Only after the shifter and cable bracket assembly is installed, and a mockup performed of how the cables will route, can the cables be custom made to order.

- CMS billet cable shifter, with B&M short shifter, w/o knob **849 €**
- GT3 6 speed shift knob w/o boot **150 €**
- CMS Billet bracket assembly for transaxle **350 €**
- Custom made to order shift cables **250 €**
- Cable ends **30 €**
- Complete kit price **1629 €**

Please specify 5 or 6 speed application upon ordering.
Compatible with '90-'98 G50 manual transaxles only.
(Part number CMS.G50.CSK)



Prices and availability are subject to change without notice