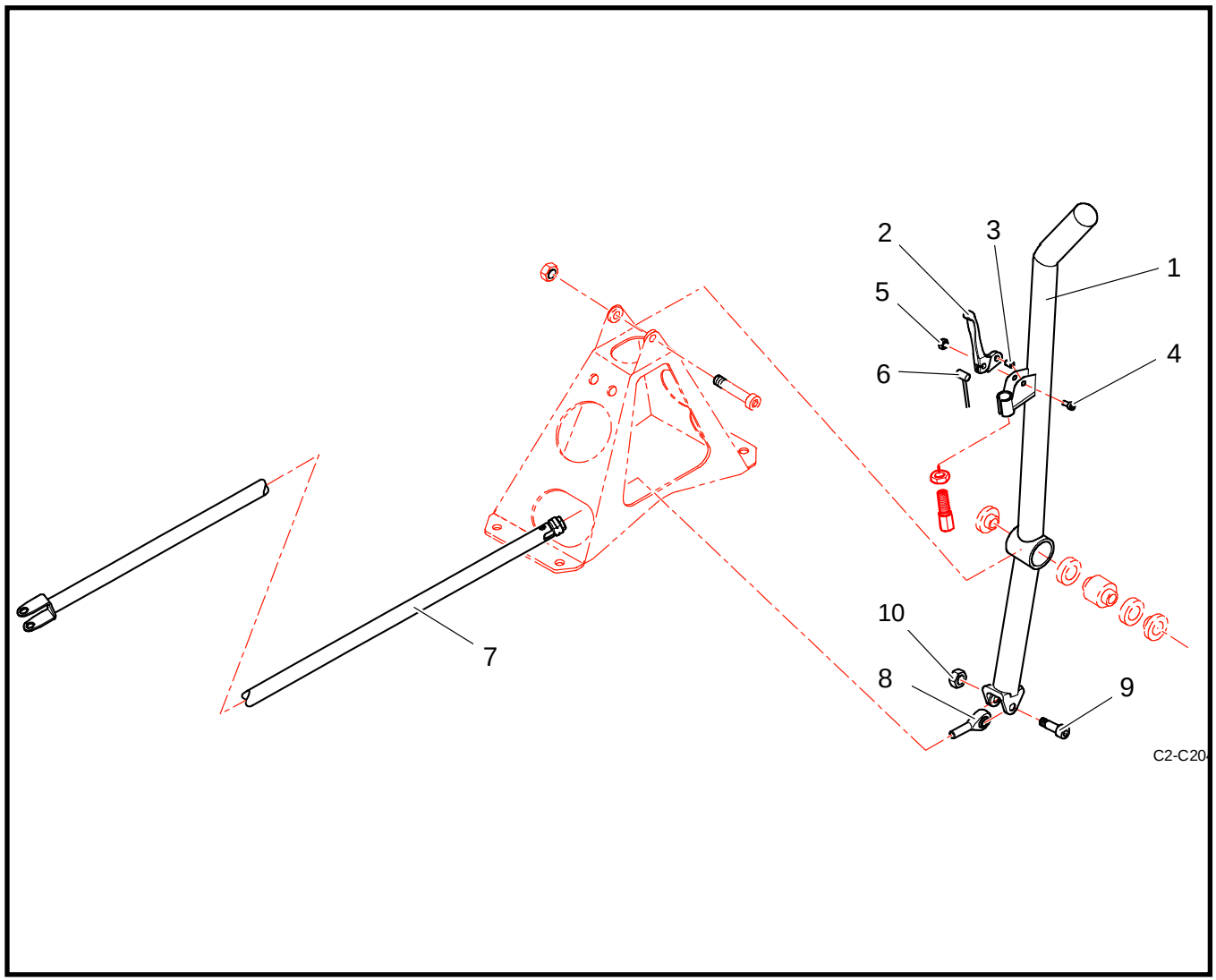
G21 : GEAR CONTROL



REF	PART NUMBER	QTY	DESCRIPTION
1	1G2161400B	1	Gearbox control lever
2	1G2162061A	1	Reverse gear control lever
3	1G2161433A	1	Reverse gear control lever spacer
4	BCSP691279	1	M5 L16 RLX screw
5	BCSP693815	1	M5 cover nut
6	F9019608	1	Reverse gear unlocking cable
7	1G2161409C	1	Gearbox control link
8	PS88654A10	1	SME8 D uniball joint
9	PS82667A10	1	M8 L35 Cl12.9 Alen screw
10	PS74629A10	1	M8 self locking nut
11			
12			
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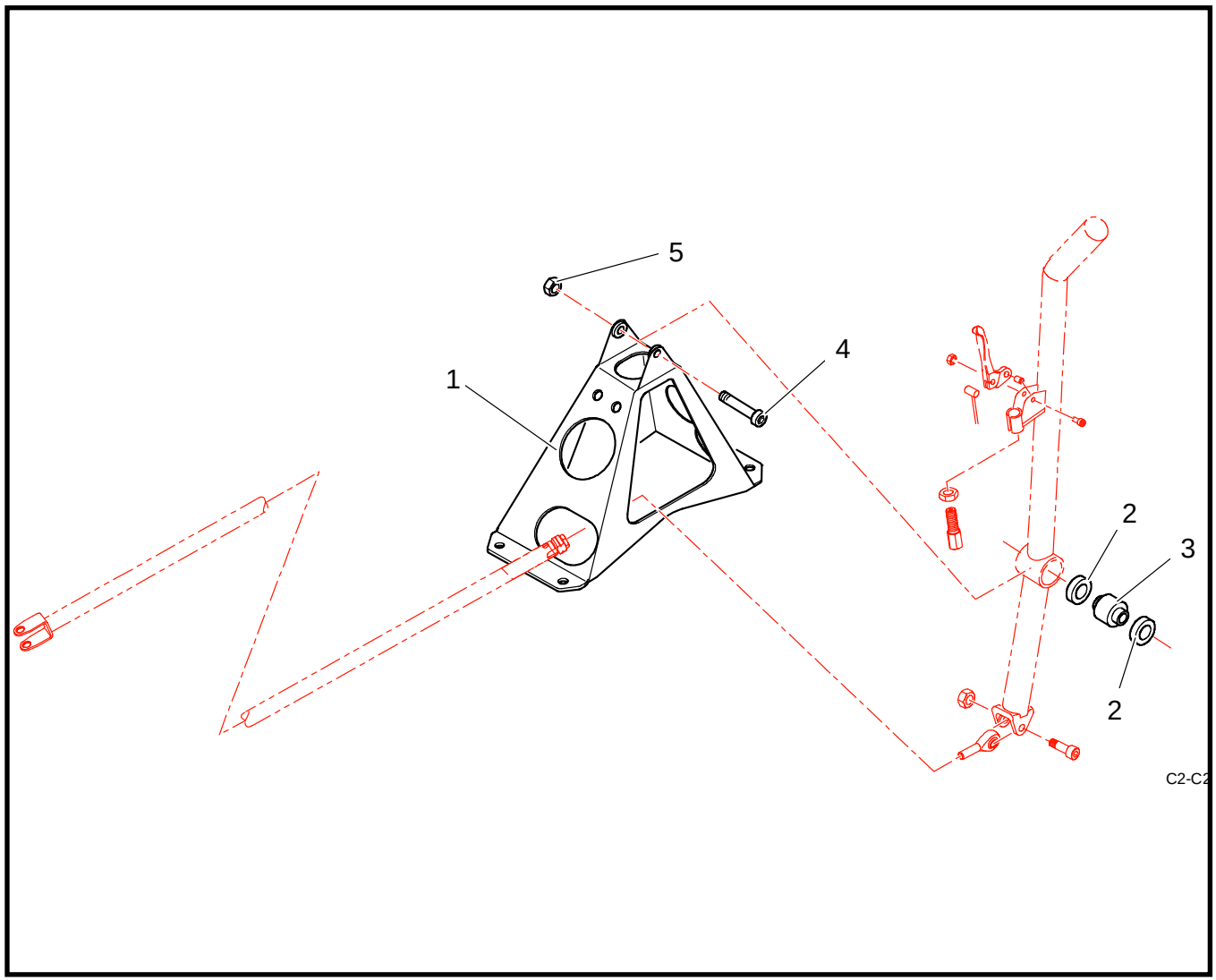
G21 : GEAR CONTROL



REF	PART NUMBER	QTY	DESCRIPTION
1	1G2161406C	1	Gearbox command lever mounting
2	CS460048ST	2	Ø8 E8 ball bearing
3	1G2161401A	1	Gearbox command lever spacer
4	PS82134A10	1	M8 L60 Cl12.9 alen screw
5	PS74629A10	1	M8 self locking nut
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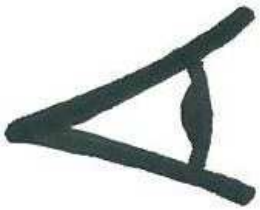
GEAR CONTROL ASSEMBLY

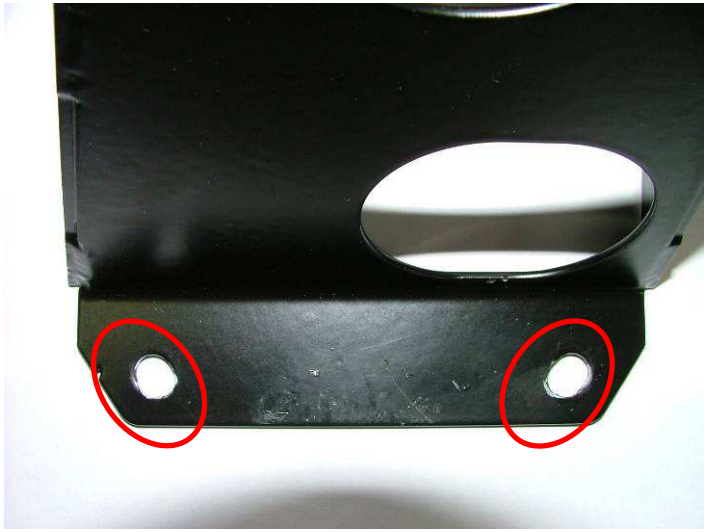


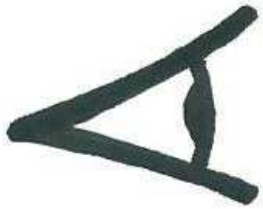
Bodyshell modifications :

Take off engine, gearbox, safety belts, manual gearbox mounting (C2 challenge), handbrake and the bottom of the dashboard, as shown on the picture below :

Fit the gearbox lever mounting (*ref 1*) with both rear screw (distance between center lines = 70mm), and check if both front holes (distance between center lines = 80 mm) are in accordance with body welded threaded bosses.

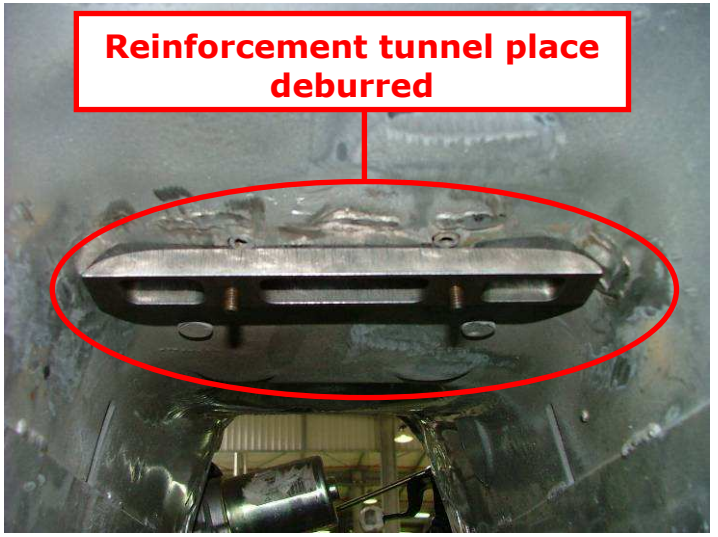
If necessary, you can do oblong holes to be in accordance with welded threaded bosses.

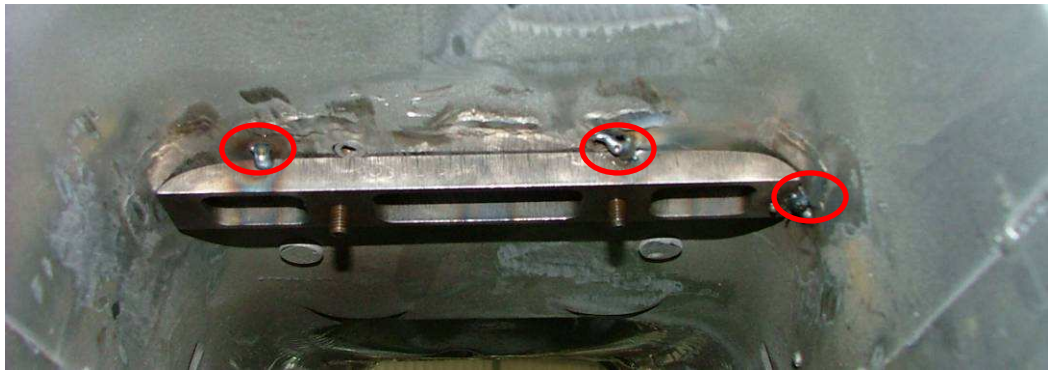




Counterbore to **7mm** both front body welded threaded bosses to have smooth holes, and deburr the tunnel reinforcement place.

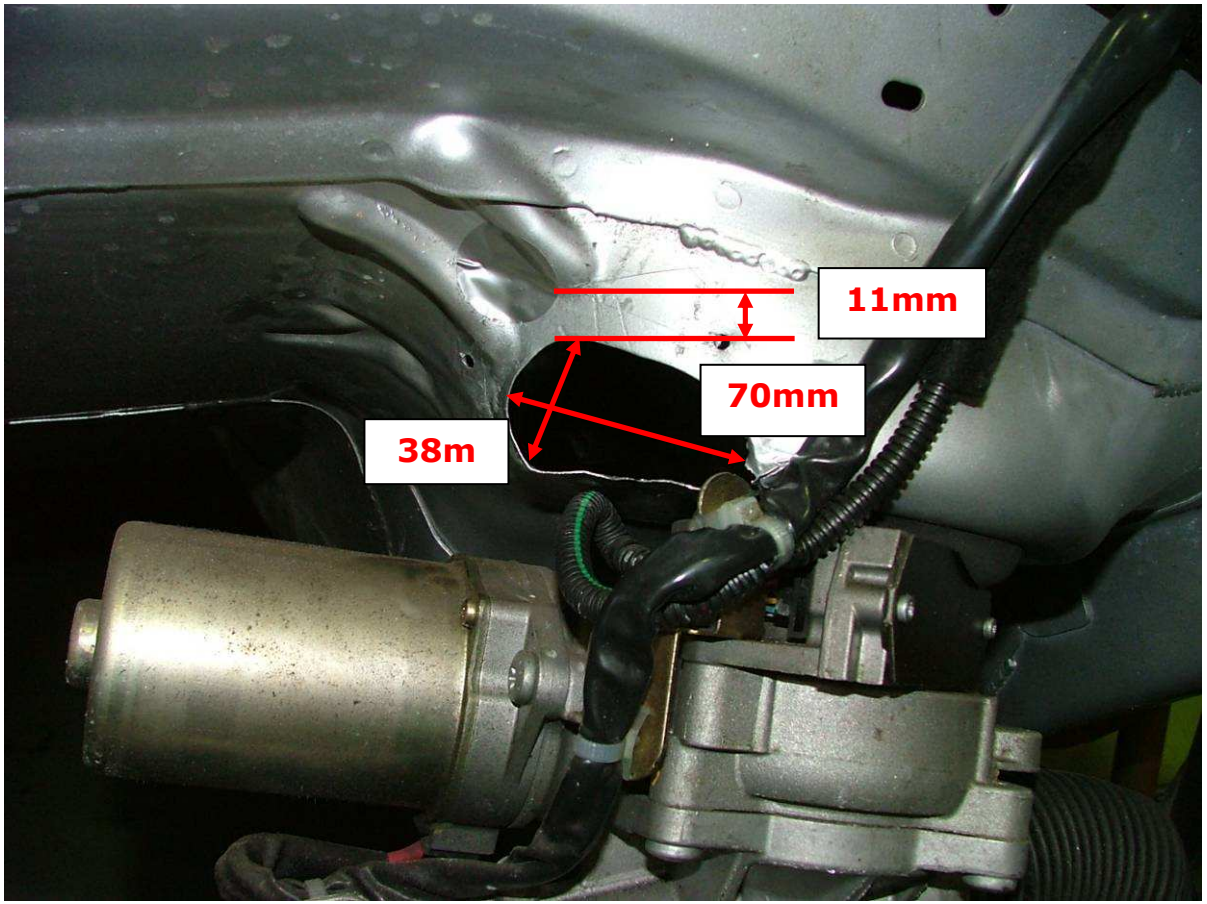
Assembly on the body the gear lever mounting with both rear **M6 l30** alen screws, and assembly the tunnel reinforcement with both front **M6 L45** alen screws, as shown on the pictures below.

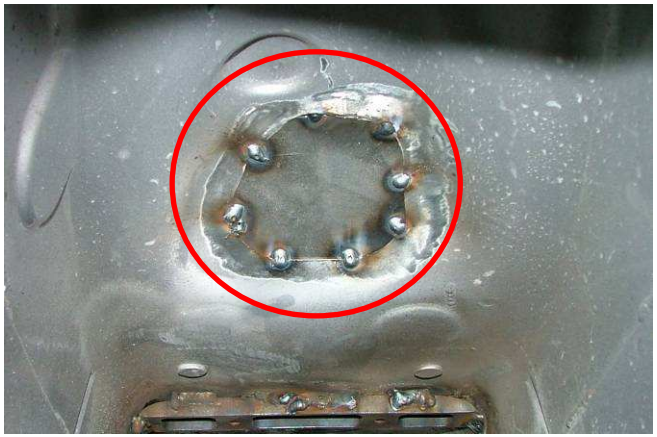


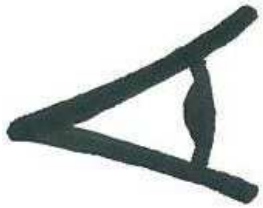
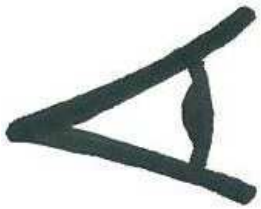
	Tack weld the tunnel reinforcement : 	
	Take off the gearbox lever mounting, and weld the tunnel reinforcement, by discontinous sims, as shown on the picture below : 	

Fire wall cutting off :

For the gear box control link, cut off the fire wall to have a hole as shown on the picture below :



A	Twist the power steering loom attachment to don't have any contacts with the gearbow command link.		
A	With a metal plate, clog the old gearbox links hole by welding, and seal it with cold junction (Kent products), as shown on pictures below :	 	

	Check the lever bearing ball seatings. If necessary, clean it with sand paper	Sand paper, **600** type.
	Apply slightly some **648** Loctite on external ring of bearing balls (*ref 2*). Assembly one bearing ball with a vise, and use a scoket with the same diameter than the external ring of the bearing ball. Assembly the spacer (*ref 3*) on the bearing already assembled on the lever. Assembly the second ball bearing, with the same process than the first.	Loctite **648** « Bloc Presse » Loctite **648** « Bloc Presse »
	Assembly the assembled lever on his mounting (*ref 4 + 5)*. Torque : **3** m.kg	**3** m.kg
	Before to connect the gearbox link to the gearboxcheck if the lever is easy to move. If you feel an effort, check the assembly of the bearing balls, and if necessary unscrew slightly ref 8. The link connected, pay attention that it’s not touching the fire wall.	

Pay attention to the tension of the reverse gear unlocking cable. Set it to have **min 2mm clearance.**