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Renault Clio 172/182 gear linkage kit .

#### Kit Overview.

This kit replaces the entire gear linkage system, from the gear knob to the gearbox. The kit is designed to remove any free play in the linkage system by replacing all rubber/plastic bushes with roller and spherical bearings. The gear knob is placed much higher than standard and farther back to aid quick, accurate shifting. The stroke of the gear linkage is similar to that of standard so that the synchromesh isn't rushed, but precise and accurate gear selection is achieved.

The kit includes:

- new front pivot bush and circlip,
- front pivot with bearings,
- linkage rod with bearings,
- in car tower with spherical bearing,
- gear stick with reverse lockout sleeve,
- gear knob
- and all associated bolts required for fitting.

The only additional part you will require for fitting is a small amount of silicone sealer or similar.

#### Fitting.

Pure Motorsport accept no responsibility whatsoever for incorrect fitment of this kit. It is highly recommended that a competent and suitably trained vehicle mechanic fit this kit and have access to the correct tools.

These instructions are offered as a guide only and further information may be required in the form of a workshop manual.

These instructions are based on fitting to a PH1 Clio 172, for later models there may be some minor differences.

Cut the cable tie and remove the gear stick surround and gaiter,



Remove the sound deadening section,



Jack up the car and rest on axle stands, remove the engine undertray,



Remove the circlip holding the front pivot bush in place,



Pull the bush out complete with the pivot,



Pull the pivot out of the rubber gaiter,



Drop or remove the catalyst section of exhaust depending on access,



Remove the fasteners holding the front exhaust heat-shield in place and drop the heat-shield to access the gear linkage tower,



Remove the 13mm nut holding the linkage rod in place, remove the rod and pull the heat-shield out.



Remove the four 13mm nuts holding the tower in place and remove the tower,



Apply a small bead of sealer to the top side of the new tower as shown,





Put the new tower and place and fix using the four 8mm nyloc nuts and washers (ensure the tower has the reverse lockout plate on the left hand side),

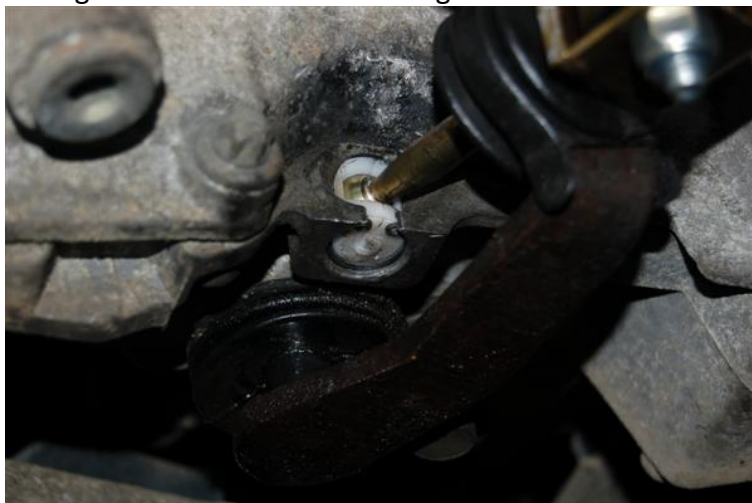




Put the exhaust heat-shield back into place but don't fasten. Place the new link rod through the hole in the heat-shield with the bearings to the rear. Fit the new link rod making sure the stick is in the correct orientation with the stick kicking backwards. Fix using the M10x45mm bolt and shallow nyloc nut, placing the 10mm spacer washers to fill the gap between the clevis and the bearings.



Lightly grease the front pivot using some lithium grease or similar and push through the existing rubber gaiter and fit the new nylon pivot bush and push into place with the black side up. Fit the new circlip. The bush has a rubber backing (black bit) that needs to be compressed before the circlip will go into its groove - it's quite hard to do but best way is to place a socket in the middle of the bush with circlip around the outside and push the bush in with a trolley jack (if on the floor) or transmission jack (if on ramp) and then make sure it is definitely located in its groove. Also make sure the groove is clear of corrosion and dirt.





Join the link rod to the front pivot, don't clamp up yet.



Refit the exhaust heat-shield and fold back some areas around the linkage rod hole until the rod has enough clearance.

Refit the exhaust.

Now you need to set up the linkage position – this may take some trial and error but take your time as this is very important to get right.

Place the gearbox in reverse gear (push up and pull the front pivot backwards to engage reverse).

In the car, pull the reverse lockout sleeve upwards and put the stick in reverse position without using all of the spherical bearing travel.

Using a thin marker pen mark the position of the linkage rod on the front pivot as shown,



This is your starting position for clamping up the linkage rod.

From in the car, try to select all the gears. First gear should be easily selected next to the reverse lockout plate. You need to make sure that you always have spherical bearing travel left in all gears and the link rod doesn't hit on either side of the exhaust tunnel. You may have to adjust the link rod clamp several times until you are happy with the position of the gears.

When you are happy with the linkage position, tighten up the linkage rod clamp bolt.

Refit the gear stick gaiter and fit a new cable tie,



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