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Renault Clio 172/182 Gear Linkage Reverse Lifter

Overview:

The new style Carbon and anodised alloy lifters can be swapped for old type steel lifters.

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.

This can be done with the gear linkage in the car but be aware, once the bottom nut is undone the gear stick will try to fall down so you will need to hold on to it!

Remove the M6 stainless bolt holding the gear knob on. Remove the gear knob by pulling and twisting. It is a tight fit so you will have to put some effort in and keep your face out of the way for when it finally comes off!

Retain the spring under the gear knob. Pull off the existing reverse lifter. Undo the 24mm AF (some are 25mm AF) nut at the base of the gearstick.

Apply some Loctite to the new alloy lower nut and tighten the nut using a spanner with tape on so you don't scratch the new nut. Lubricate the O-rings inside the new reverse lifter and the gear stick with a small amount of lithium based grease or Vaseline and push the new reverse lifter on making sure not to snag the O-rings. Make sure it's nice and easy to twist and move up and down.

Wipe excess grease from the top of the gear stick, fit the spring and then push the gear knob back on. Refit the M6 caphead to retain the gearknob using some Loctite on the thread.

If you get stuck please ring for help and advice.

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