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SLICK SHIFT KIT FOR THE MGF & TF

The Slick Shift is the most advanced gear shift you can buy for your MGF / TF.

FITTING INSTRUCTIONS

Inside the car

- Remove the rear T-bar, radio fascia, foot well panels (with interior light) and centre console to give access to the gear linkage.
- Unbolt the SRS housing; it is not necessary to disconnect the wiring (the earth wire to the RHS screw must be re-fitted after fitting the gear linkage).
- Unbolt the gear linkage assembly (3 bolts and 4 nuts) and unclip the cable ends and remove the cable clamp from the rear of the housing, noting the way it is fitted and remove the old assembly. Note the configuration of each cable i.e. left and right by marking with tape or marker pen, note the way the cables are secured in the housing.
- Note the original cable ends are approx 3-4mm longer than the new rod ends. Before unscrewing the old cable ends note position of lock nut and reposition 3-4mm forwards, screw on new rod ends and tighten lock nuts. When the cables are laid in the tunnel ensure the rod ends are facing upwards.
- Lubricate the cables.
- Insert the cables into the housing and lift the clamp plate and fit and tighten the rod ends into the lever/pivot. **VERY IMPORTANT:** make sure the two 6mm washer are fitted on the threaded studs abutting the lever and pivot and Loctite the threads and tighten to maximum 19N/m.
- Transfer the rubber mounts to the housing and refit the housing into the car.
- Refit the trim and fascia, screw the lever into the pivot and lock in place with the lock nut, ensure this is tight as if the lever works loose gear selection will be lost.
- If using the ball gear knob with gear positions make sure the orientation is correct before locking in place. The lever can be shortened by removing some of the threaded section from top end only. (A spare lever can also be purchased separately).
- Lubricate the mechanism with gear oil and repeat at regular intervals.
- Refit the gear gaiter.

Under the car

- Raise the rear of the car or work over an inspection pit, ensure the car is supported correctly and is safe to work on.
- Remove the gear cable ends from the gear box bell crank by prising off with a large screwdriver, remove the roll pin spring cover and punch out the roll pin which retains it, unclip the lower gear cable by removing the 'U' shape clip.
- Fit new bell crank and refit cable with new cable clip at the gearbox end. (If no new clips available use locking agent on the old clip).
- Centralise the gear stick - you will need assistance to hold the gear stick in the correct position (neutral) in the car. Align the rod ends at the bell crank and screw them onto the cables 6-7 turns until aligned with the holes in the bell crank, the alternative holes can be used if alignment with the marked holes do not mate up. Check for gear selection and excess play in cables, some slack is required due to heat expansion of the cables in the tunnel. If necessary remove the rod ends from the crank and adjust rod end onto the cable. When satisfied with the adjustment tighten the lock nuts to the rod ends maximum 19N/m

Now experience the change.