



All types

Type

S/Section

XXX X

37

This note cancels and replaces Technical Note No. 3235A

37 MECHANICAL ELEMENT CONTROLS

- Engines: **XXX**
- Gearbox: **JB - JC**

New adjustment values for JB and JC gearbox selector linkage.

The adjustment and checking procedures are identical to the procedures given in the Workshop Repair Manuals for the vehicles concerned.

"The repair methods given by the manufacturer in this document are based on the technical specifications current when it was prepared.

The methods may be modified as a result of changes introduced by the manufacturer in the production of the various component units and accessories from which his vehicles are constructed."

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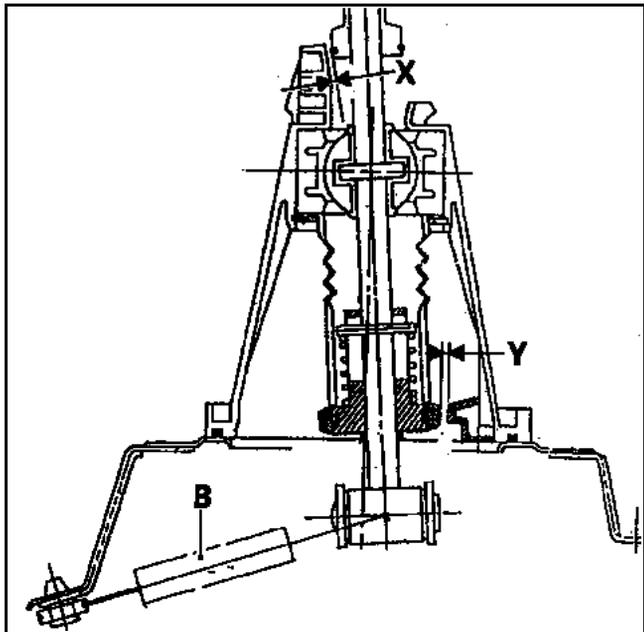
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Play at base of lever

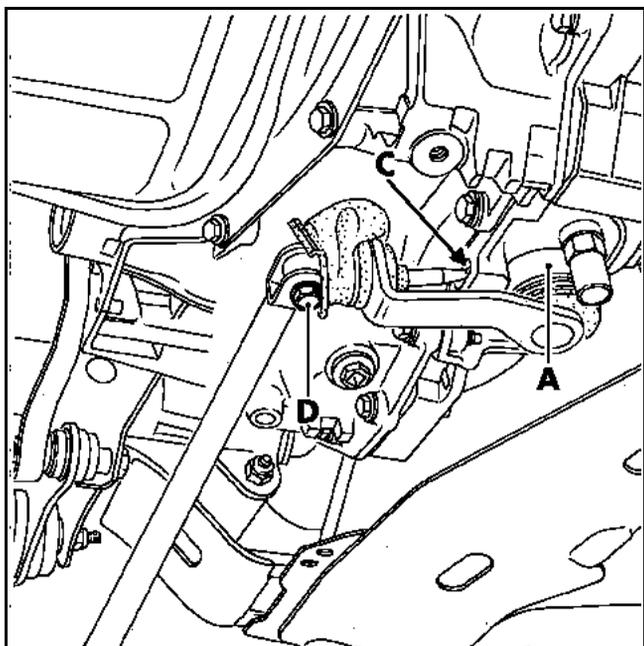
REMINDER: there are two different types of return spring for the external selector linkage.

The first type has a spring (B) on the control lever, and the second has a spring (A) under the gearbox.

1st type

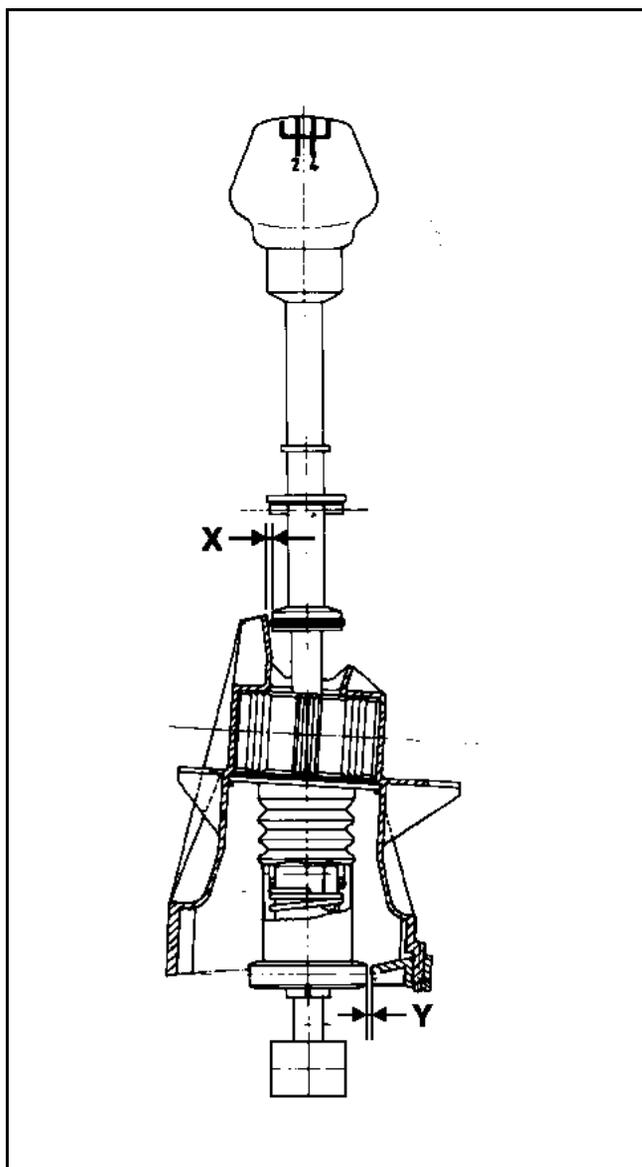


2nd type



REMINDER: depending on the vehicle model, two checking points are specified for reading the measurement for selector linkage play (Refer to the summary table).

- 1 - Measure (1st gear engaged) the play between the reverse gear locking mechanism and the upper gear selector linkage ramp (dimension X).
- 2 - Measure the play at the gear lever base stop (dimension Y) with 1st gear engaged, and then, if necessary, with 2nd gear engaged.



Play at base of lever

Before setting the new operating tolerances, remove the **RHODORSEAL 5661** between the casing and the ball joint bearing (C) under the gearbox.

Check that the gear lever shaft bolt (D) has been tightened to **2.8 daN.m.** (If it is too tight: lever stiff to operate.

If there is play: difficult to engage gear).

PROCEDURE FOR CHECKING

1st type

The play **between the reverse gear locking mechanism and the gearbox ramp** (dimension X) or the **play at the gear lever base stop** (dimension Y) is checked with the spring in position, without applying any force to the gear lever. The wheels of the vehicle are on the ground.

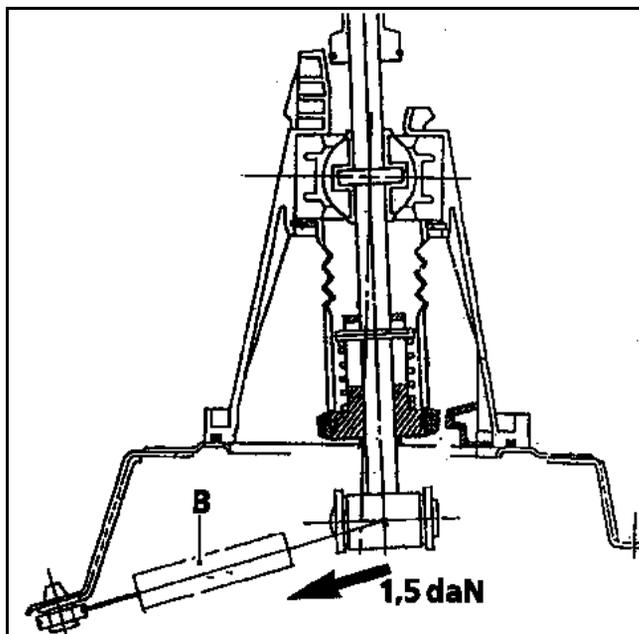
In cases where two readings are required, take one reading with 1st gear engaged, and a second reading with 2nd gear engaged.

Take the average of the two readings so that the result can be compared with the correct value for the vehicle concerned (see the summary table).

2nd type

In order to take the readings, a force of **1.5 daN** must be applied to the gear lever.

A return spring of the 1st type can be used (or a balance) to achieve this. If either excessive or insufficient force is applied the reading may be falsified.



Take one reading with 1st gear engaged, and a second reading with 2nd gear engaged.

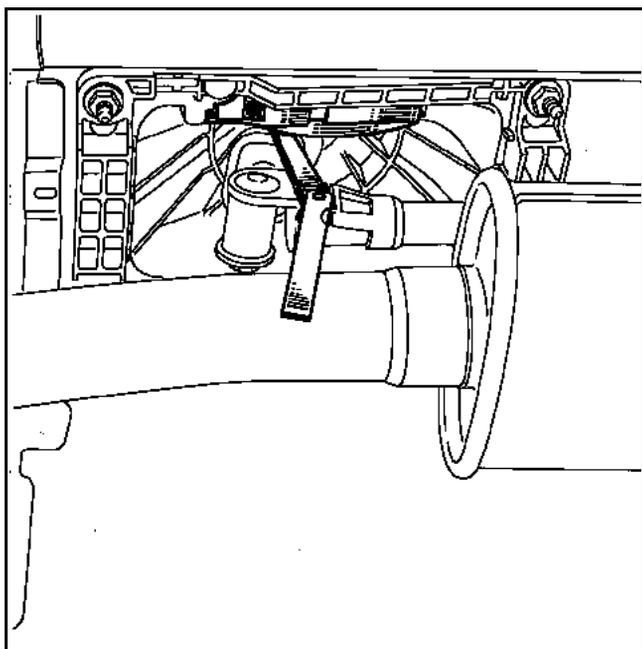
Take the average of the two readings so that the result can be compared with the correct value for the vehicle concerned (see the summary table).

Play at base of lever

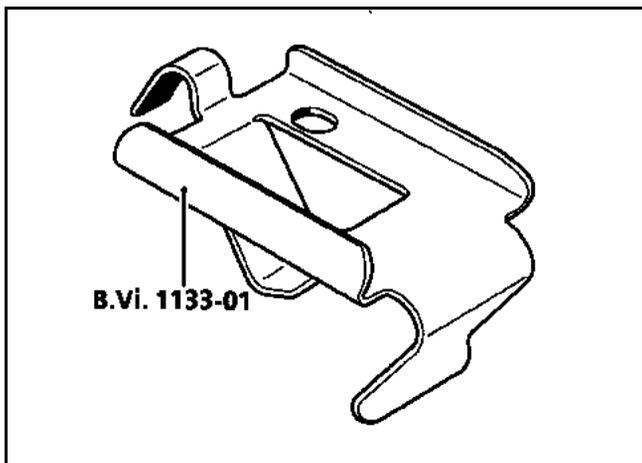
ADJUSTING METHODS (Reminder)

The adjusting method remains the same (1st gear engaged) irrespective of which type of spring is fitted and of the position of the measuring points.

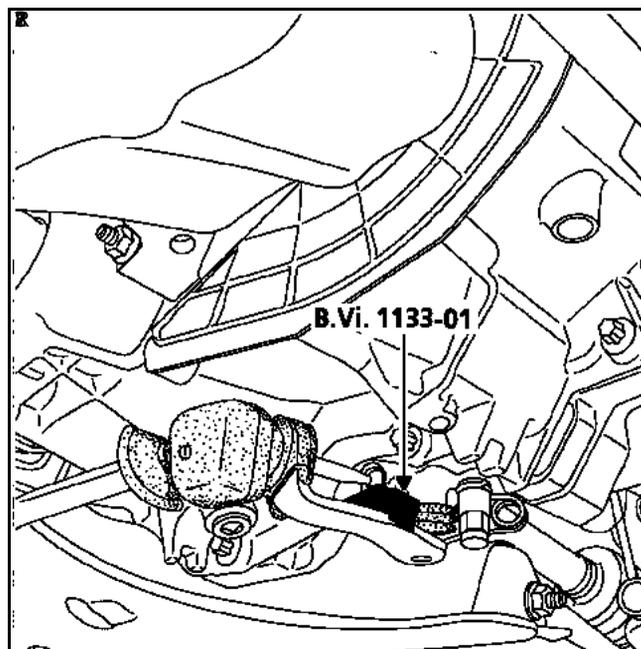
- 1 Engage 1st gear.
- 2 Remove the oil recovery unit and the engine undertray if these are fitted.
- 3 Remove the exhaust heat shields to gain access to the gear lever.



- 4 Loosen the linkage bolt.
- 5 Apply **RHODORSEAL 5661** to the ball joint bearing.



- 6 Fit tool **B. Vi. 1133-01** between the gear lever and the gearbox casing to adjust the play.



- 7 Fit the adjusting shim (see summary table) between the reverse gear locking mechanism and upper gearbox ramp or between the lower gear lever stop and the lower gearbox ramp.
 - 8 Tighten the linkage bolt to a torque of **3 daN.m**.
 - 9 Check the value of the adjustment.
- NOTE:** it is preferable to be close to the maximum figure for adjustment clearance.
- 10 Refit the covers and heat shields.

Play at base of lever

VALUES FOR PLAY ADJUSTMENTS

	Spring on gear lever (1 st type)		Spring under gearbox (2 nd type) Play read at the base of the lever (dimension Y) (mm)
	Play read at top of lever (dimension X) (mm)	Play read at base of lever (dimension Y) (mm)	
Renault 9 Renault 11	1 st gear engaged $1 \leq X \leq 2.5$ adjustment shim = 1 mm	-	-
Renault 5 Extra Renault 21 (all types) Renault 19 (all types)	-	1 st gear engaged $2 \leq Y \leq 5$ adjustment shim = 2 mm	-
Clio (X57)	-	1 st gear engaged $4.5 \leq Y \leq 7.5$ adjustment shim = 4.5 mm	-
Twingo Laguna (all types)	-	1 st gear engaged = Y1 2 nd gear engaged = Y2 $3 \leq \frac{Y1+Y2}{2} \leq 6$ adjustment shim = 3 mm	-
Mégane (all types)	-	1 st gear engaged = Y1 2 nd gear engaged = Y2 $4 \leq \frac{Y1+Y2}{2} \leq 7$ adjustment shim = 4 mm	-
Twingo Laguna (all types) Mégane (all types) Clio II Kangoo	-	-	1 st gear engaged = Y1 2 nd gear engaged = Y2 $7 \leq \frac{Y1+Y2}{2} \leq 10$ adjustment shim = 7 mm

NOTE: it is preferable to be close to the maximum figure for adjustment clearance.