

SERVICE REPAIR KIT TO OVERHAUL GEAR CHANGE TOWER

Are you experiencing problems with your 6-speed gearbox in your sports saloon?

Sideways movement across the gate when changing from second to third or fourth to fifth, the gear lever does not centralise naturally. Gear change becomes vague and unable to select correct gear. **2 Stroke Complete Saab Care** have designed and improved a pivot pin and bearing bush which can be installed easily and economically unlike Saab's complete replacement gear change tower (Part number: 55556311) which has not been improved to cure the problem. The kit comprises of all components required to carry out the installation of this service kit.

The kit contains:

- A stainless steel pivot bolt including a nylock nut.
- A self-lubricating bearing.
- A taper drill to remove old pivots and a punch to knock through the old tube pivot. This is a double ended tool.
- A bag to seal the gear change tower whilst work is being carried out to prevent ingress of foreign particles.
- Cable tie to ensure bag is sealed.
- Nylon scouring material to clean the alloy casing once the bearing has been removed including a tool to fit into the end of a drill which holds the nylon to enable quick removal of corrosion. Same tool as punch but opposite end is used with abrasive material.
- A bolt puller device to pull the bearing into place.
- A very sharp knife to cut the bearing.

This job should take one hour from start to finish and can be carried out with gearbox in situ.

Please see the pictures enclosed and match the below instructions:

**** Remove battery and lower tray; unclip cables from the top of the gearbox before starting to remove the tower.**

1. Contents of gear change repair kit plus knife, bag and cable tie.
2. 6-speed gear change tower.
3. Three bolts that hold gear change tower in place and gear selector locked in position for removal. Select neutral and push drill into hole when aligned.
4. Gear change tower as removed. Place in bag with cable tie. *(The 'O' ring that seals to the top of the gearbox can be re-used, so treat with care).*
5. Drill out old pivot pin. The HSS speed drill needs to be used on a very SLOW speed. The drill bit does eventually remove enough material to allow the pivot to be knocked through.
6. Peened pivot pin **edge** removed ready to be punched out.
7. Use tool to knock out pivot.
8. Pivot pin fully removed.
9. Using very sharp knife cut nylon bush to remove it. This needs to be picked out once cut.
10. Bush removed.
11. Tool assembled with abrasive material to remove corrosion.
12. Using a drill machine with tool mounted remove corrosion in a clockwise direction.
13. Puller bolt and replacement bush. Place bush carefully between washers.
14. Puller bolt pulling on bush. Draw bush into gear tower slow and straight.
15. Install bush. Drawing it slowly into the tower.
16. Bush fully installed.
17. Assemble new pivot. Dry – do not lubricate.
18. Tighten pivot bolt as tight as it can go, it cannot be over tightened.
19. Refit assembly to gearbox. Make sure it is aligned – place pin in alignment hole.
20. Testing selection once job has been completed.