



**C2R2 MAX**

Version 02 – 02 April 2009

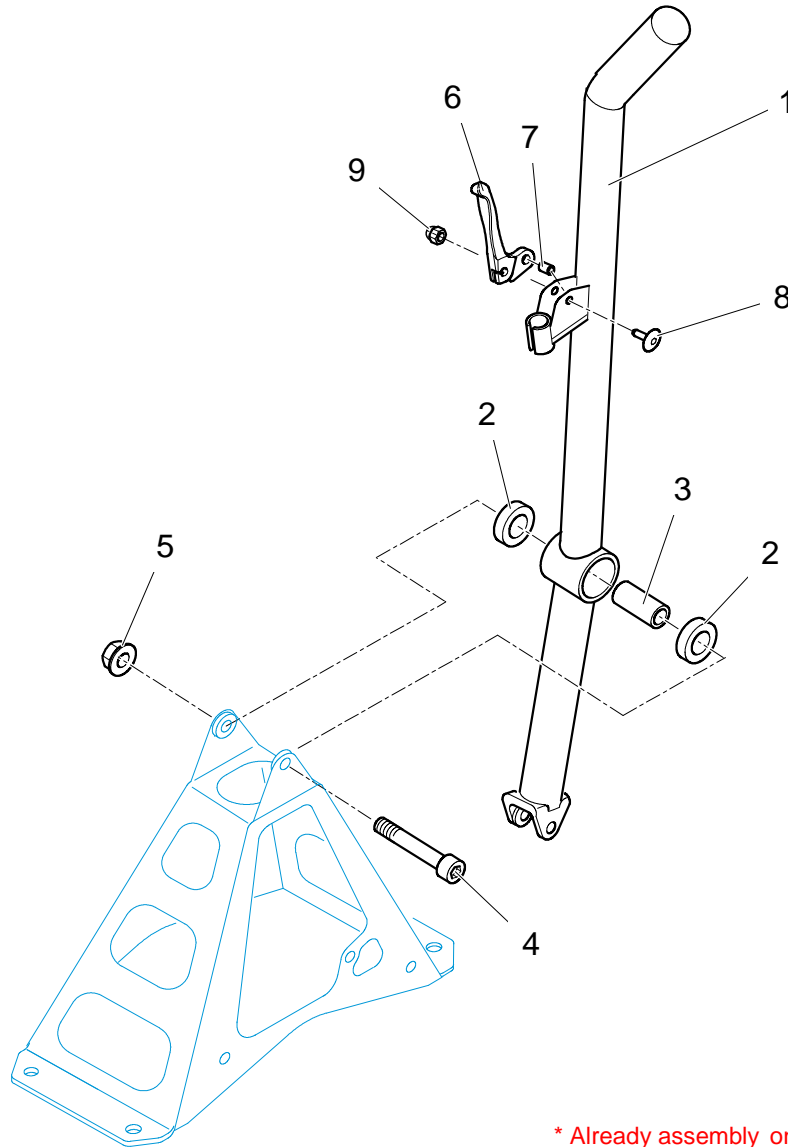
***G21***

***GEAR BOX  
TRANSMISSION***



# C2R2 MAX

Version 02 – 02 April 2009



\* Already assembly on the lever

Ref	Part Number	Qty	Description
1	1G2161400B	1	Gear box gearshift lever
2	CS460048ST	2	Gear box gearshift lever bearing*
3	1G2161401A	1	Gear box gearshift lever spacer
4	BCSP6913F0	1	Gearshift lever pin screw HSHC M8x125 Ig60 Cl8.8
5	BCSP6936EL	1	Gearshift lever pin screw nut M8 elliptical collar lock nut
6	1G2162061A	1	Reverse release lever
7	1G2161433A	1	Reverse release lever spacer
8	BCSP691279	1	Reverse release lever pin screw RLX M5x80 Ig16
9	BCSP693815	1	Reverse release lever pin cap nut M5



### Assembling the gear box gearshift lever:

Check the state of the bearing housings on the gear box gearshift lever ([ref. 1](#)). If there are traces of paint or rust, remove them by a light rubbing down.

**Grain 600**

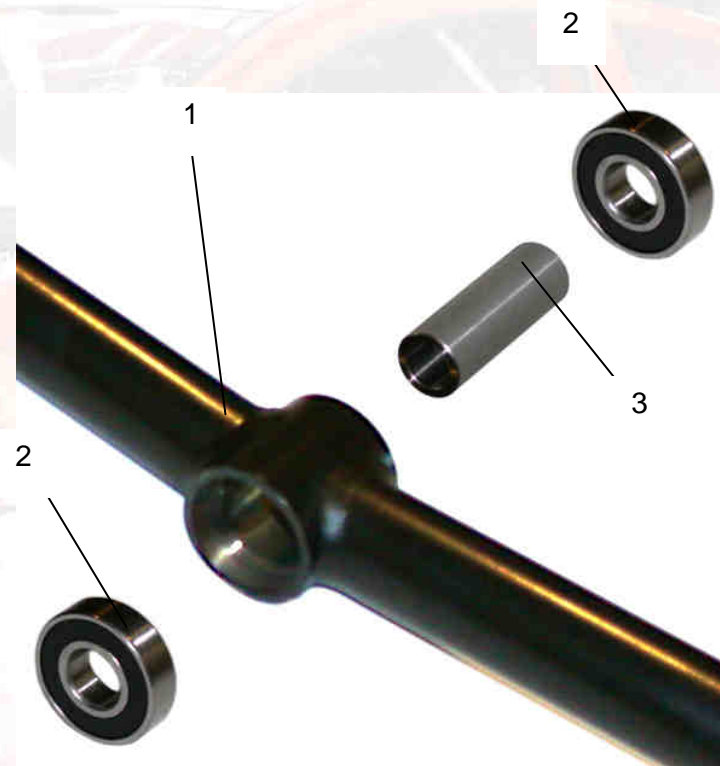


Lightly coat the external bearing cage ([ref. 2](#)) with *Loctite*. Fit the bearing to the grip using a socket corresponding to the diameter of the external cage. The bearing must come into abutment with the shoulder of the lever ([ref. 1](#)).

Fit the spacer ([ref. 3](#)) on the bearing previously fitted in the lever.



Fit the second bearing ([ref. 2](#)), following the same assembly procedure as the first.



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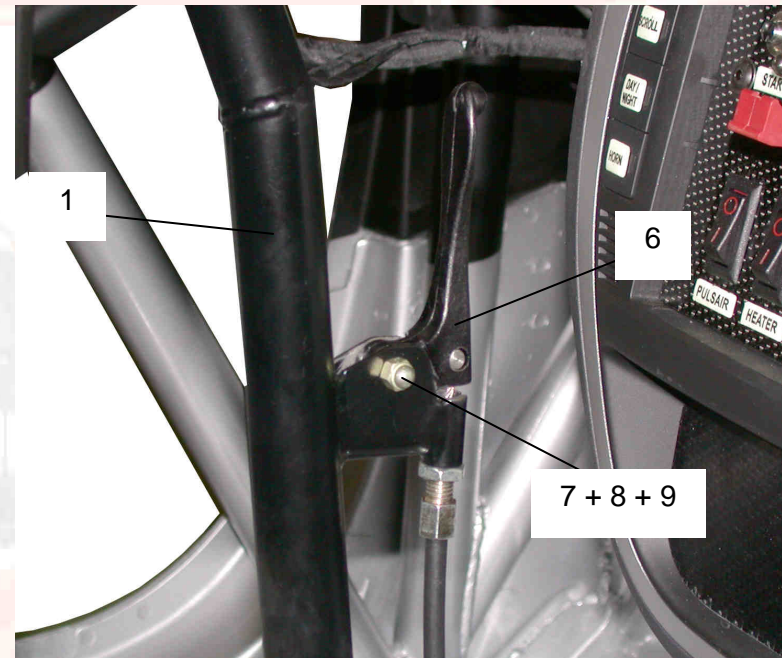
**648**





### Fitting the “Reverse” release lever on the gear box gearshift lever:

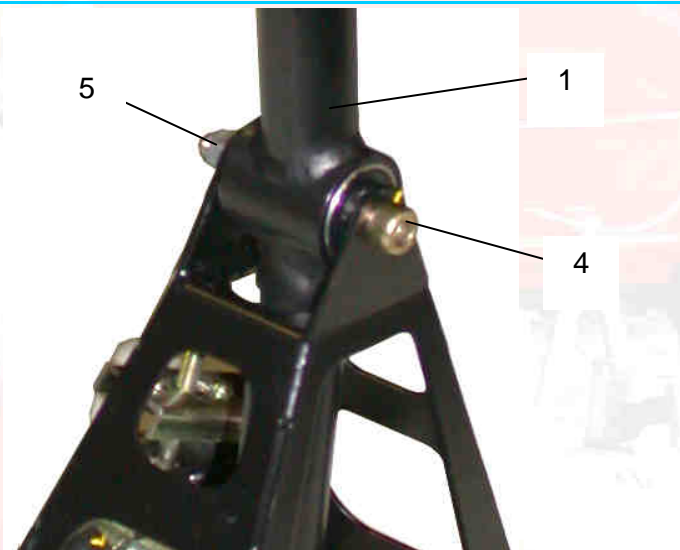
Fit the reverse release lever ([ref. 6](#)) on the gear box gearshift lever ([ref. 1](#)) using the spacer ([ref. 7](#)), screw ([ref. 8](#)) and nut ([ref. 9](#)).

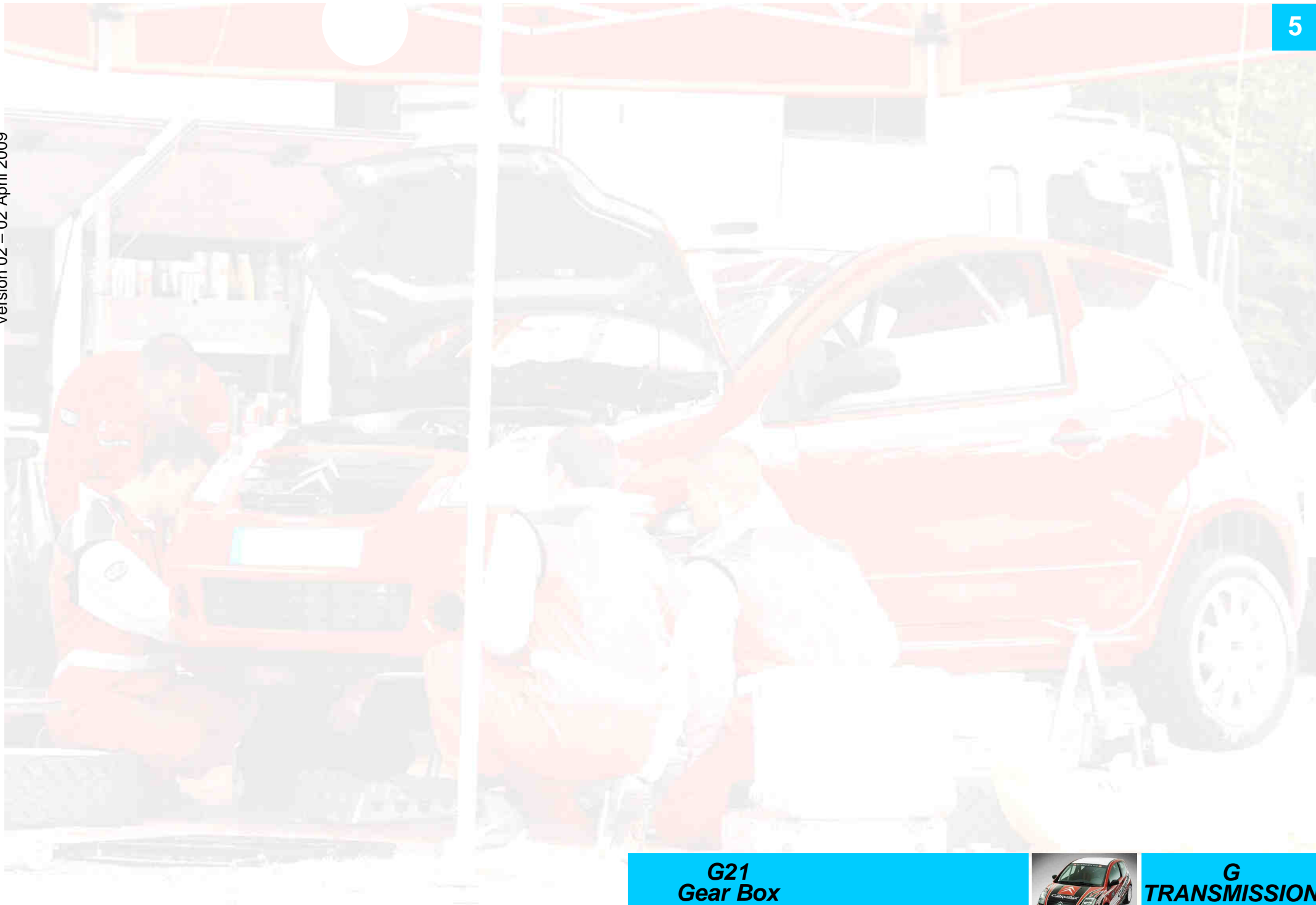


Fit the gear box gearshift lever assembly ([ref. 1](#)) on its mount, using the screw ([ref. 4](#)) and the **lock nut** ([ref. 5](#)) **only** (no specified tightening torque).

*N.B.: Check that the lever moves freely on its mount, without drag.*

*If necessary, free the lever slightly by unscrewing the screw ([ref. 4](#)).*



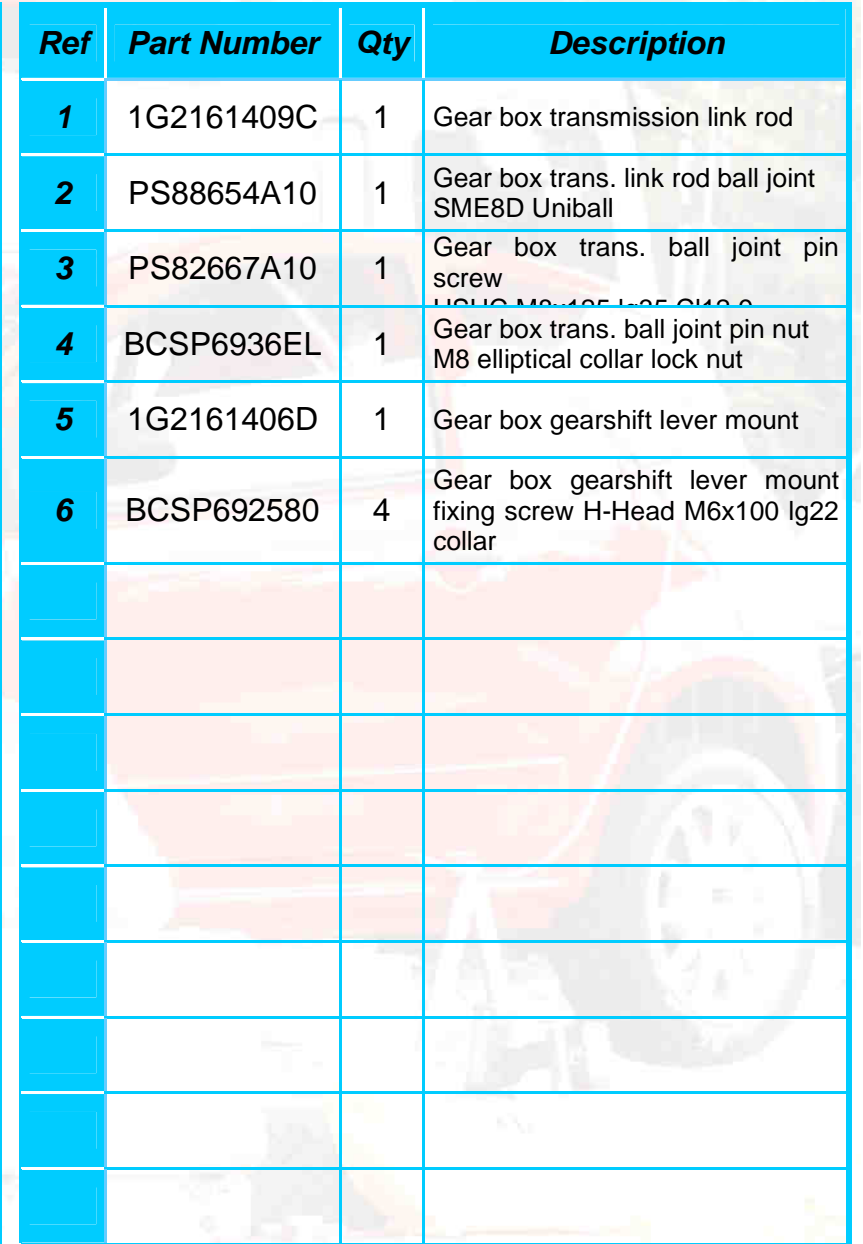


**G21**  
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**Transmission**



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**TRANSMISSION**





### Fitting the gear box transmission link rod:

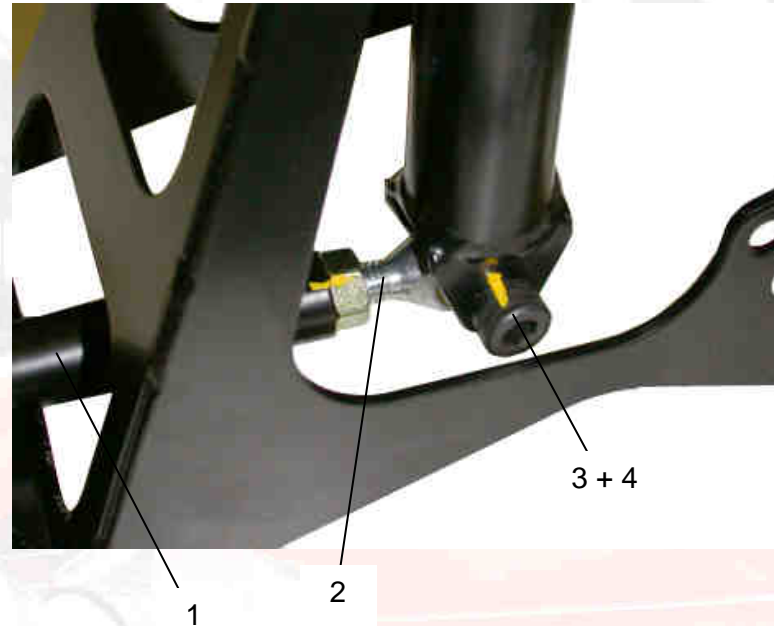
Fit the ball joint and its counter nut ([ref. 2](#)) on the gear box transmission link rod ([ref. 1](#)), as shown in the photo opposite.

**N.B.:** Do not lock the counter nut as you need to adjust the position of the lever with reference to the position of the steering wheel (see photo below).

Fit the link rod assembly ([ref. 1+2](#)) on the gear box gearshift lever with the screw ([ref. 3](#)) and the **lock nut (ref. 4) only** (no specified tightening torque).

**N.B.:** Like when fitting the lever on its mount, check that the lever moves freely, without drag.

If necessary, free the link rod slightly by unscrewing the screw ([ref. 4](#)).

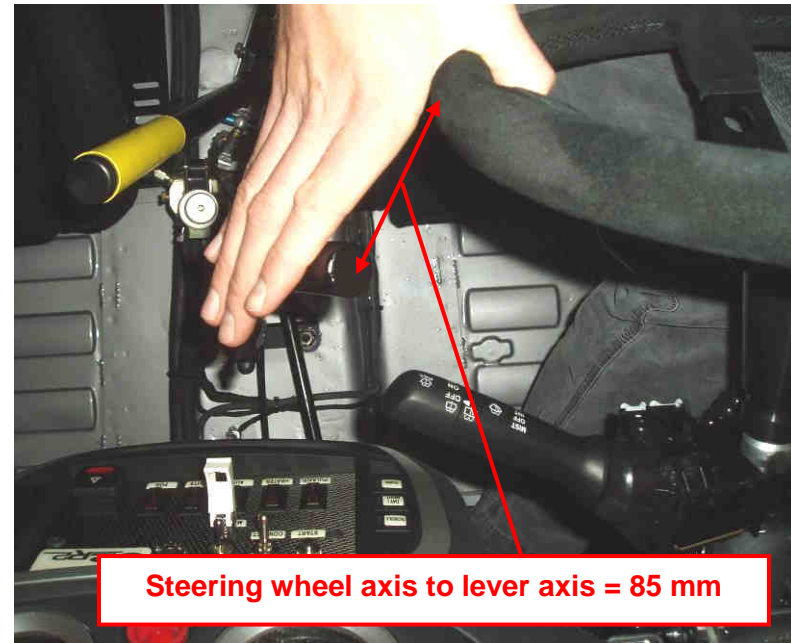




### Adjusting the position of the lever with reference to the position of the steering wheel:

Depending on the position of the steering wheel (adjustment of the column, type of steering wheel and/or use of hub shims), you need to adjust the position of the lever as shown in the photo opposite.

Steering wheel torus pin to gearshift lever pin = **85mm**.

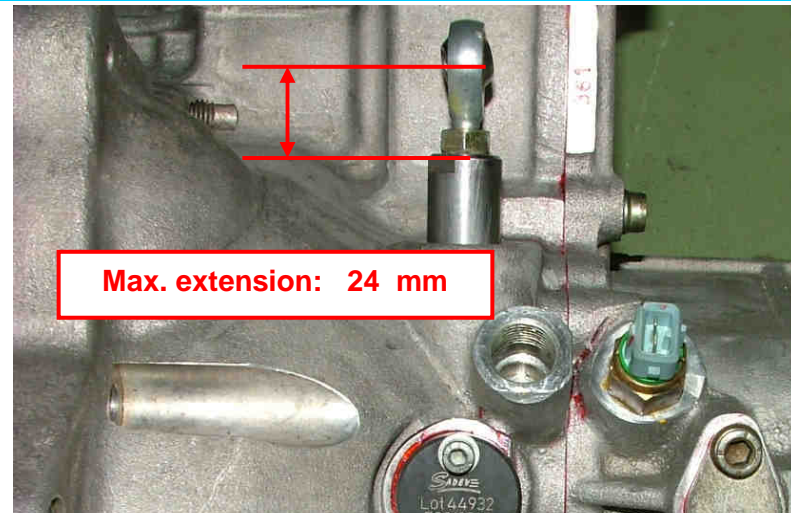


**Steering wheel axis to lever axis = 85 mm**



**N.B.:** You will need to adjust the position of the gearshift lever by adjusting how far the ball joint ([ref.2](#)) on the transmission link rod is extended, and not how far the ball joint on the gear box transmission pin is extended.

**Do not exceed a maximum extension of 24 mm, as shown in the photo opposite (corresponds approximately to unscrewing 2 turns).**

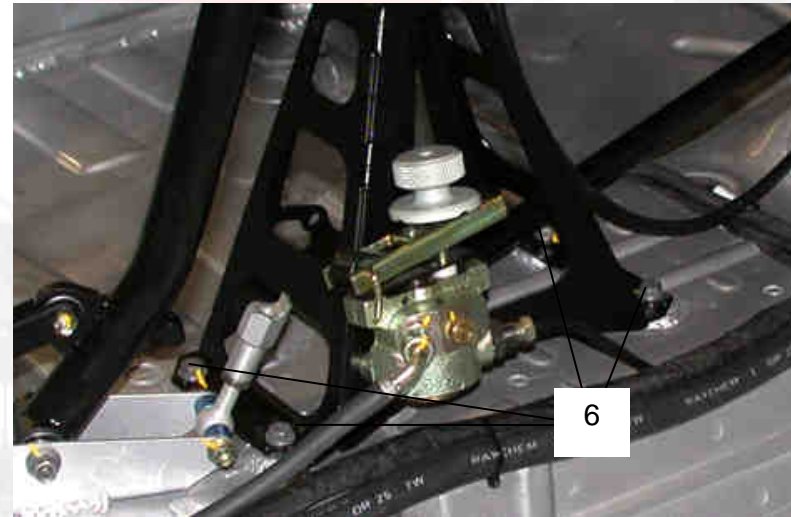


**Max. extension: 24 mm**





Fit the mount + gearshift assembly on the body, using the 4 screws ([ref. 6](#)).



242  
2 m.kg

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