



Lotus Service Bulletin

CLASS: 111 NUMBER: 1969/35 TYPE: Europa S2 Date: 1.12.1969

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Circulation List	Service Manager		Foreman			
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Title: Gearchange Linkage

Reason: To inform dealers of the correct adjustment to the gearchange linkage and the introduction of new ball joints (Part Number A46 F 6161) fitted in production from Chassis Number 2340

Parts Required: Ball Joint A46 F 6161 4 off

Price: A46 F 6161 £1. 0. 6d. £1.025 (New Pence) U.K. Recommended Retail

Fitting Time: -

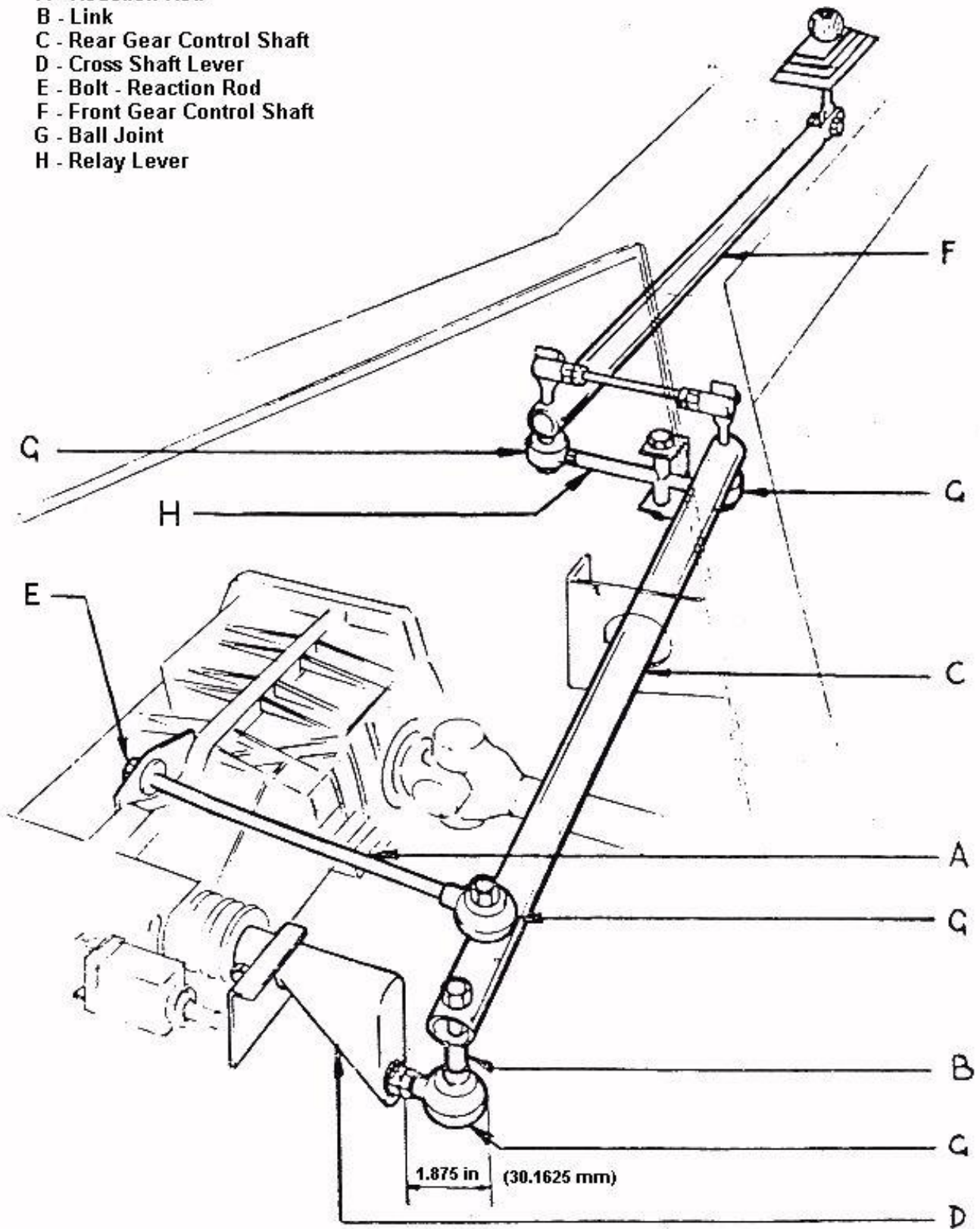
Action:

To ensure a smooth gearchange it is essential that the link 'B' (see Fig. 1), between the rear gear control shaft 'C' and the cross shaft lever 'D' should be vertical when the gear lever is in the neutral position. Adjustment of this is controlled by the length of the reaction rod 'A'. Remove the bolt 'E' from the end of the reaction rod to disconnect it from its gearbox mounting. Ensure that the reaction rod is connected to the ball joint on the rear gear control shaft with .25 in (6.35 mm) to .375 (0.325 mm) minimum thread engagement. If necessary, to bring the link 'B' to vertical position, plain washers can be added between the other end of the rod and the rubber grommet as shown in Fig 2. The fixing bolt at this point must also have a minimum thread engagement of .25 in (6.35 mm) to .375 (0.325 mm). The ball joint 'G' at the link 'B' should be adjusted to the dimension given in Fig. A. This dimension being measured from the face of the locknut to the ball joint outside.

The gearchange linkage rods coupling the front 'F' and rear 'C' gear control shafts are jig-set in production and should not normally require adjustment. IF however it is necessary to dismantle this assembly to replace any part, the following points should be adhered to when reassembling in order to ensure smooth gearchange. Ensure that the swivel faces of the Relay Lever Bracket (Fig. 3) mounted on the chassis are free of all dirt, underseal etc. If new nylon bushes are fitted to the relay lever, pass a Letter 'W' 9.386 in, (9.8 mm) drill through them to ensure correct fit. Liberally grease the pivot tube before assembling the relay lever to its bracket. Set the linkage to the dimensions shown in Fig 3. Finally, ensure that the pivot bolt of the gear lever is slack enough to allow a friction-free fore and aft movement whilst still maintaining positive cross gate movement.

From Chassis No. 2340 new pivot ball joints (Part No. A46 F 6161) were introduced in the gearchange linkage to improve the smoothness of operation. These new joints supersede the joints Part No. 46 F 6161 with nylon inserts.

- A - Reaction Rod
- B - Link
- C - Rear Gear Control Shaft
- D - Cross Shaft Lever
- E - Bolt - Reaction Rod
- F - Front Gear Control Shaft
- G - Ball Joint
- H - Relay Lever



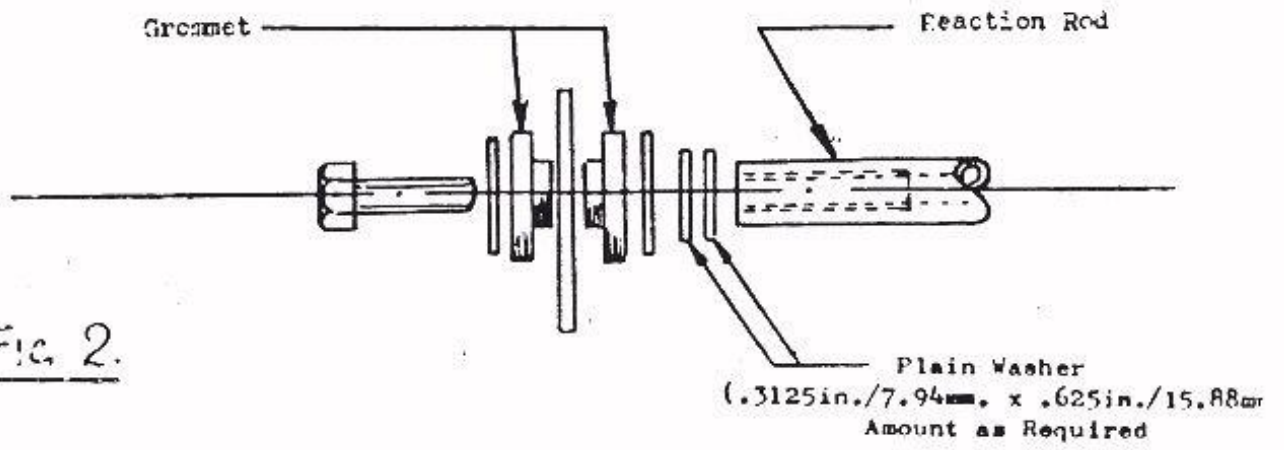


Fig. 2.

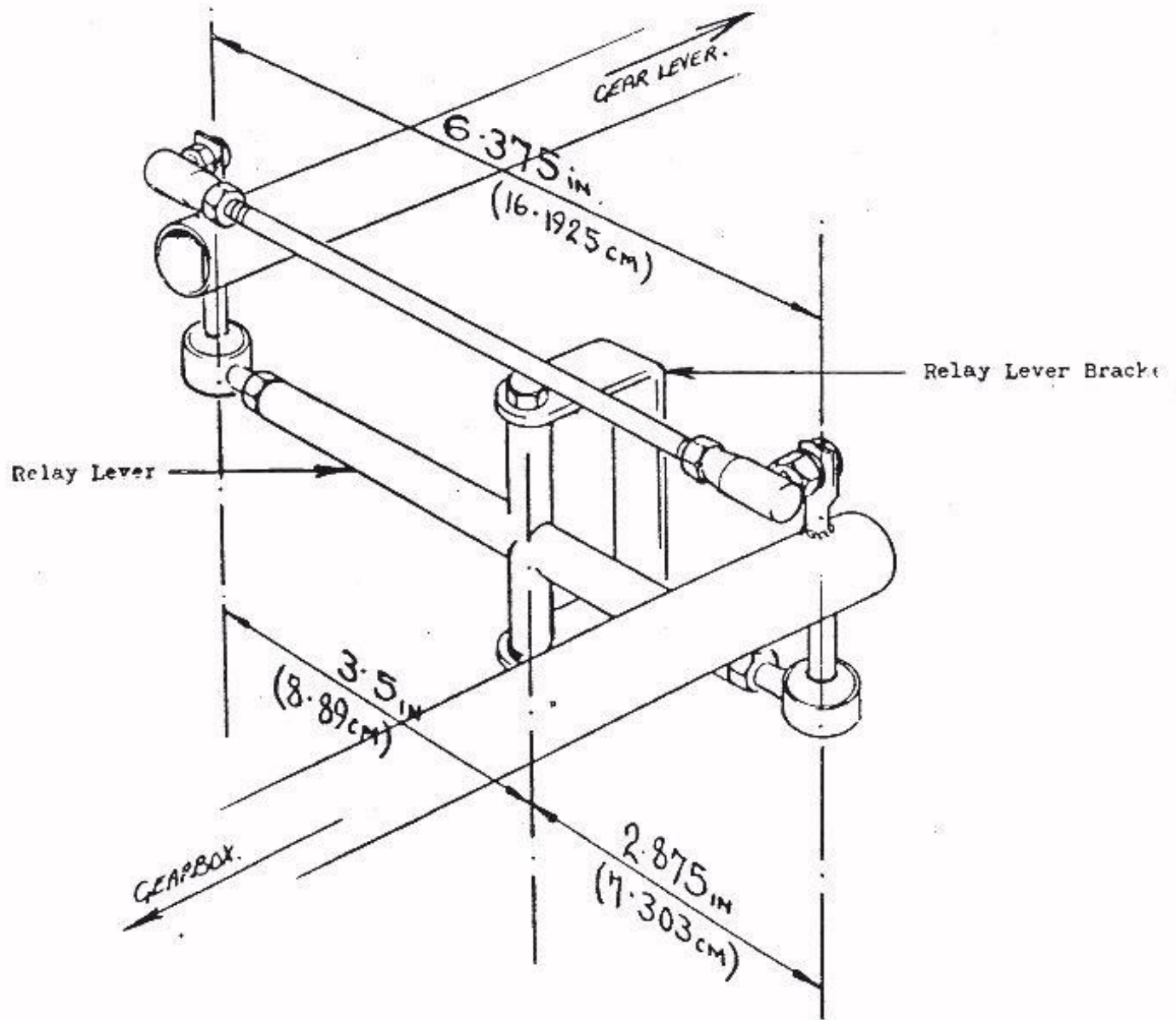


Fig. 3.