

# Peugeot 106 Citroen Saxo Gear Linkage Push Rods 3pc kit with grease seals 245283 + 2 x 2452/e1 Repair Fix Kit Instruction Install Guide

by **x8rLtd** on August 6, 2015

## **Intro:** Peugeot 106 Citroen Saxo Gear Linkage Push Rods 3pc kit with grease seals 245283 + 2 x 2452/e1 Repair Fix Kit Instruction Install Guide

### The Problem

The poor quality OEM gear linkage rods deteriorate affecting gear changes and in the fullness of time pop off leading to loss of gear selection.

The OEM gear linkage bearing ends are made from a poor quality plastic; interacting with a metal ball joint, with no lubrication, wear of this material is inevitable. This causes the linkages to pop off in the fullness of time leading to loss of gear selection or in the short term deterioration of the Nylon inserts in the rod ends cause the common symptoms of a floppy gear stick and poor gear selection. This is a very common problem with these vehicles. The OEM part has no retaining function, no lubrication, poor rigidity and little angular movement. Our repair parts rectify these faults to provide a full term solution.

### Symptoms of the fault

If the rods have popped off you will have lost some gears. If the rods are worn (not yet popped off) you will experience symptoms such as; a rough feel when changing gears, audible clunking or clicking sounds when changing gear, difficult gear changes or refusal to return to neutral. The Nylon in the rods deteriorates over time so the effects can go unnoticed due to fade of performance over a period rather than being sudden. Renewing the rods with our kit will restore smooth gear function, you may be surprised at the improvement over the OEM parts and how the Nylon deterioration has affected performance over the years.

### Vehicles affected and compatibility

Peugeot 106 1991-2003 All models

Citroen Saxo 1996-2003 All models

Citroen Chanson

All models and also Saxo VTS VTR, 106 GTI and Rally.

All Petrol and Diesel engines.

### Part numbers:

245283 2452/E1 956310902452E1 9563190

### Our solution

Fit our improved design gear linkage rods and restore smooth gear selection permanently.

Our improved design gear linkage rods will cure the symptoms noted above and restore smooth gear selection. Our rods are very easy to fit, please check out our video and pictorial instructions. Our rod ends are metal rather than plastic firming up the ball link and eliminating unwanted movement which causes poor gear changes. Our rod ends will not wear and feature a built in grease retaining rubber seal so as to keep the ball joint well lubricated, a feature unfortunately the OEM item lacks. Because the rod ends flex less than the OEM Nylon design gear changes will be crisper and sharper. This item fits perfect to all the vehicles listed and can be adjusted by 15mm to allow for vehicle tolerances easy shifting and easy fitting. The rod end ball joints feature an internal circlip and a pin lock external clip ensuring the rods will not pop off, designed to last the life of the vehicle. All components of our rods are zinc plated to prevent corrosion. Save the high cost of replacement linkage rods from your vehicle manufacturer that will just fail again, our linkage rods are engineered to last the lifetime of the vehicle.

### Our kit

2x smaller rods type 2452E1, 1x longer rod 245283. 6x rubber grease seals.



### Step 1: Choose how to fit

Our replacement rods can be fitted from under the bonnet or under the car, if you choose to install from the engine bay please skip the next step.

### Step 2: Jack up the vehicle and support with axle stands

Jack up the f/n/s (front near side) which is the vehicles front passenger side.

Beneath the f/n/s there is a sill with a jacking point, Jack the car up using this.

When the vehicle is jacked up high enough slide an axle stand under. You need the axle stand to be under the chassis of the vehicle not the floor. (Please see pictures)

Start to lower the vehicle slowly until the vehicle is on the axle stand. Once it's on the stand give the vehicle a shake to make sure it's on the stand correctly.

Please read the following government guidance on jacking up vehicles:

<http://www.hse.gov.uk/pubns/indg434.pdf>

The instructional guide here is just for guidance only and you should assure yourself of your own safety when working on or under a vehicle.



### Step 3: Open the bonnet

On the passenger side, on the lower part of the dashboard will be the Red release mechanism for the bonnet. Once pulled this will release the bonnet on to the safety catch.

The bonnet catch is located in the grill of the vehicle, to the right of the Citroen badge in the top slit.

Once the bonnet is lifted; on the underside of the bonnet is the bonnet stay. Un-clip this from the bonnet and push it into its stay, located to the right of the brake fluid filler.



#### Step 4: Remove the air box

Remove the breather pipe going into the air box. Please exercise caution as they can break. On the top of the pipe is a yellow tab push, you can sometimes push and release it with your finger but most of the time you'll need to use a flat blade screw driver. Please ensure with either method that you support the under side of the pipe with your other hand.

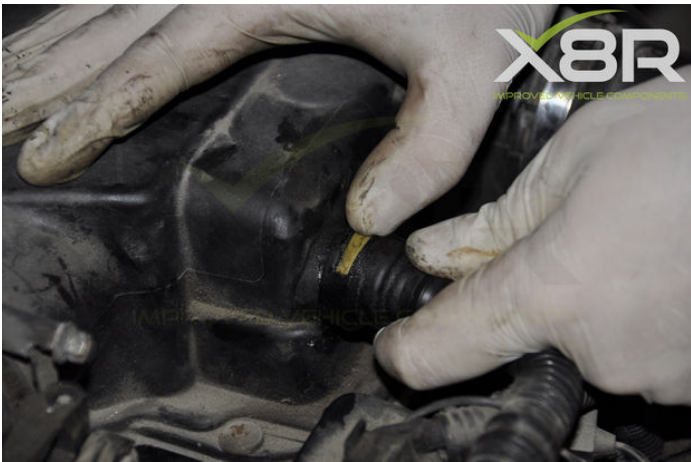
Once the pipe is off, there are two jubilee clips - one holding the air box to the intake manifold and the other holding the box to the air feed pipe (See pictures).

These can be 6mm or 7mm, loosen these till they are spinning freely.

Remove both jubilee clips and tuck the air feed pipe out of the way.

Once the pipe is off, push the box back - you may have to move it around as there is a locator on the lower part of the air box, now you'll be able to pull the air box off the intake manifold.

You can now look down and see the gear linkage rods.





### Step 5: Remove the long rod

The first rod is the longest rod of the three, there is a tab/button on the back, press it and push back - this should allow you to remove the rod.

If your rod isn't moving get a 13mm spanner, slot the spanner with the open end behind the ball joint and lever it off.

This may take some force, others just pop straight off - repeat this again for the other ball joint on the rod.





### Step 6: Fit our new rod

The ball joint ends of our rods may need a small amount of adjustment, this can be done very easily using a 11mm and 12mm spanner. With the 12mm - lock the nut and the 11mm on the joint part, crack the ball joint part enough for you to turn it, once its in the correct place move the lock nut up and lock it into place.

Fit the rubber dust covers to the ball joints.

Put a small amount of grease into the ball joint parts of the rod.

Once both joints are greased, you can start to fit the new rod.

Fit the rod in the engine bay, locating it to the correct ball joints.

Push the rod on to the ball joints.

Once the rod is on, there is a small clip to slot into the end of the rod. This is to stop the rod popping off. There are two small holes in the sides of the rod ends, thread the pin through - Please Note - this can only be fitted one way(see pictures).

Once the clip is through the hole, twist the clip onto the top part of the clip, this will clip around the joint part of the rod to retain the clip.

Once you are happy that side of the rod is installed correctly, repeat this step again for the other end of the rod.





**Step 7: Remove the two smaller rods**

Remove the rods; get a 13mm spanner with the open end of the spanner slot it in between the ball joint and the rod and lift the rod off of the ball joint. Sometimes these just pop straight off, don't be alarmed if you need to put a little force into it - this can be the case quite often too, once it's popped off repeat again for the other end.





### Step 8: Fit our two smaller rods

The ball joint ends may need a small amount of adjustment (if any), this can be done very easily using a 8mm and 10mm spanner. With the 10mm - lock the nut and the 8mm on the joint part, crack the ball joint part enough for you to turn it, once its in the correct position move the lock nut up and lock it into place.

Fit the rubber dust covers to the ball joints.

Put a small amount of grease into the ball joint parts of the rod.

Once both joints are greased, you can start to fit the new rod.

Fit the rod in the engine bay, locating it to the correct ball joints. Push the rod on to the ball joints.

Once the rod is on, there is a small clip to slot into the end of the rod. This is to stop the rod popping off. There are two small holes in the sides of the rod ends, thread the pin through - Please Note - this can only be fitted one way(see pictures).

Once the clip is through the hole, twist the clip onto the top part of the clip, this will clip around the joint part of the rod to retain the clip. Once you are happy that side of the rod is installed correctly, repeat this step again for the other end of the rod.







### Step 9: Test the linkage

To test the linkage; push the clutch down and select 1st to 5th gear, then reverse.

### Step 10: Refit the airbox

Spray the locating tab with some penetrating oil, this will allow you to get the locator to slot into place much easier.

Slot the air box into its rough location, slot the locator tab into the air box - this may take some wiggling to get it to slot in correctly.

Once the box is on its tab slot, place the box on to the intake manifold and fix it up tightly with the jubilee clip.

Now slot the air feed pipe back on, making sure you fix up the jubilee clip tight.

Refit the breather pipe, this will just slot on and clip into place.

If you need any further guidance on this install or would like to purchase the parts shown please call us on +44 01843 446643 or email us at sales@x8r.co.uk . Please also check out our instruction guide on YouTube. [www.x8r.co.uk](http://www.x8r.co.uk)

Installation is carried out at installers risk, if unsure please contact us or a professional, X8R Ltd cannot be held responsible for any adverse result of installing this product or any injuries caused by install, if in doubt ask a professional. All images and texts are copyright X8R Ltd 2013.

### Related Instructables



**Windscreen Wiper Linkage Clip Repair Fitting Instructions** by x8rltd



**2006 Jeep Wrangler Automatic Transmission Linkage** by wgyouree



**Nissan Micra K12 Upgrade Front Wiper Motor Linkage Repair Replacement Push Rod Rods Set 2003-2010 Instruction**



**Fiat Punto Upgrade Front Wiper Motor Linkage Repair Replacement Push Rod Rods Set 1999-2006 Instruction Install Guide** by



**Aux-in jack for VDO RD3-00 car radio (Peugeot, Citroen)** by alessandro.blaco



**Clean throttle body in 2.0 diesel engine (Volvo, Ford, Peugeot, Citroen)** by mr-fix

