

# Remote Gear Change

*by Des Edwards*

For those like me - Vertically Challenged with short arms and legs you may wish to bring the gear change closer to the steering wheel and look to make a remote mounted gear change.

**Basics:** Cut or shorten the original gear lever to about 75 mm to 90 mm above the rubber. Weld a piece of flat steel approximately 37 mm x 25mm to the rear of the original gear lever (facing rearwards) with three equally spaced holes for attachment adjustment.

**Remote Lever:** Basically this requires a rose joint (swivel). Ideally one with a 1/2" hole and 1/2" UNF thread (sorry I can't convert that to metric - Ed.). These are available from Reg at Road and Race for approximately \$12.00. This simply allows the remote lever to swivel sideways as well as move back and forward.

The rose joint can be mounted approximately 200 mm to 250 mm behind the original lever using angles off the top of the box section transmission tunnel or by using threaded rod mounted under the box section but above the tailshaft. This will require some small diameter thick section washers either side of the rose joint to allow full sideways movement.

Extend from the top of the rose joint with a lever of any type to the desired height. Weld a piece of flat above the rose joint to the lever facing forwards. You will need two yokes (clevis) that fit neatly around the welded flat on the original lever and the remote lever. Join these two yokes with a bar, preferably with some form of adjustment to allow you to position the remote lever.

The sideplay between the yokes and the welded flat needs to be zero otherwise you will have a sloppy change. Mount the welded section on the remote lever a little higher than the original lever to obtain full travel into 1st- 3rd and 5th gears. You can drill three holes in each of the welded flats to allow you to vary the adjustment of the levers.