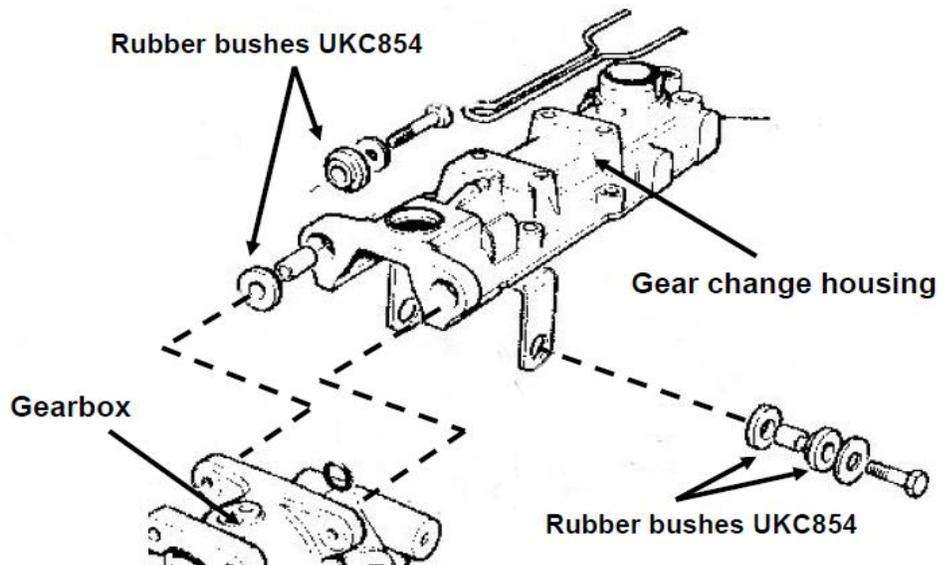


Rubber bushes UKC854



Cure for "sloppy" gear lever

Tony Smith found the gear lever on his RV8 had suddenly become very 'sloppy' with a lot of movement and that it was never like this before. He sought fellow members' ideas as to why this should have happened. Some useful tips came from fellow members including Martin Cridford and Graham Vickers.

Replacing the bushes

Martin Cridford felt it was most probably deterioration or a complete failure of the gear lever extension rubber mounting bushes. He advised it's best to replace them with 'poly bushes' as these will last longer. They're tricky to get at from either top or bottom but he managed to replace them 'keyhole surgery style' from the top without having to remove the exhausts and lower the gearbox, but also aided by reaching up from underneath.

Graham Vickers added that thanks to Martin's encouragement, I replaced my bushes and the improvement was amazing. But why not first take a look at the gear lever extension at the foot of your gear lever and see if there is play in the extension itself. I believe that will tell you straight away if you need to replace those bushes.

Where are those rubber bushes on an LT77 and R380 gearbox?

See an article contributed by Peter Varley in 2013 following his initial query posted on the V8BB in 2012. Over time the rubber bushes **UKC854** on the bolts that connect the remote gear change housing to the gearbox (TKC3821 or FRC7102) rot and then the remote housing becomes loose on those bolts. That can lead to gear selection difficulties because as you try to move the gear lever to select a gear, the remote housing moves on those bolts and then selecting a gear become difficult – you may hear a crunching sound when you change gears and then it may soon become impossible. So those rubber bushes have to be replaced, preferably with the polyurethane version **UKC854POLY** as they will last a great deal longer than the standard rubber parts which typically will last between 5 and 20 years depending on the extent of the contamination on the rubber bushes leading to their rotting.

There are 8 rubber bushes **UKC854** in total – they are used in pairs to make a "bush". Two pairs (4 bushes) are used on the bolts between the gear change housing and the gearbox and another two pairs (4 bushes) on the "U" shaped bracket under the gear change housing. [More](#)

Fitting the poly bushes

Martin Cridford describes his technique for replacing the bushes without having to remove the exhausts or lower the gearbox.

Forward of the gear lever opening in the RV8 transmission tunnel is a second closing panel held down with screws. This panel can be removed to allow access to the gearlever extension casting and its mountings. To gain access to this panel the long centre consol needs to be removed along with either the whole radio console or

the lower part of it by carefully cutting through the bottom flat plastic moulding. I did the latter as taking the radio and heater controls out is a real bore! Careful positioning of the cuts allows them to be covered by the removable lower flat trim panel when refitted.



If your hands are large, like mine, then widening the hole exposed by the forward access panel can be achieved by two sideways saw cuts to the right and bending up a flap of the transmission tunnel metal. The gear lever extension housing mounting bolts can be removed with various spanners sockets/extensions, etc.

Access from below is also helpful but there is **no need to remove the exhausts, catalytic convertors or lower the gearbox** which was something I wanted to avoid.

I replaced the bushes with poly bushes, a set of eight slim washers/stepped washers from eBay - **Superflex Gearbox Selector Bush Kit SF376-0355-8K** for Triumph TR7/8. They are also available from some MG parts suppliers.

When all is back together and tested to your satisfaction the tunnel flap can be hammered back down, the closing plate refitted and all sealed with some mastic. The trim and centre console can then be refitted.