

## RV8 gear lever rubber gaiter replacement

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Richard Wood (Caribbean Blue 0370) from Lancashire found help from a fellow member via the V8 Bulletin Board on this occasional service item. (Sep 10)



Richard recalled that he decided to tackle the worn gearknob and leather gaiter only to find that the bottom rubber gaiter had completely perished. He had a new gear knob, leather gaiter and rubber gaiter on order but wondered whether anyone had any tips on how to get new rubber gaiter over the "bulge" in the gear lever. At that stage he thought five minutes in hot water might make it more

malleable and a large amount of washing up liquid might act as a lubricant, but did not want to overcook it. So he sought help on the V8 Bulletin Board for any ideas and tips.

Graeme Renshaw from NSW Australia responded saying "you will be surprised how much the new rubber gaiter will expand. Give the rubber a liberal spray and also the gearstick with WD40 or a similar water dispersant and lubricant and it will slide over relatively easy. No other way I am afraid." Richard later posted a note confirming "the WD40 worked really well, so all refitted together with new leather gaiter and knob from Clive Wheatley. Looks brand new and really enhances the appearance." This note provides a guide for fellow RV8 enthusiasts tackling this service routine.

To start with, I had already changed the gearknob, but this would need to be removed to enable access, I had also pulled up the leather gaiter (not recommended - remove it from the console once the console is removed. I was lucky that the fragile plastic didn't break by doing it at this early stage.

- Remove (lift off) the alarm cover from centre console and four screws are revealed. - see photo above right.
- Remove the leather covered console cover strip from in front of radio - two screws will be revealed. See photo above.
- Take a piece of string or flexible wire and attach to the alarm connector. Remove the plug from side of alarm box - centre console.



- Unscrew the two rear screws - these were longer than the middle and front ones. I also unscrewed the alarm box but this is not necessary.
- Remove gear knob - it takes a lot of unscrewing due to a long thread.
- Lift off centre console and gear gaiter. See photo below.



- To remove the bottom perished rubber you will need to remove a metal holding ring, this has four large crosshead screws/bolts, they fix to the car so don't worry there are no nuts to lose. Photos on the left side of page 2.

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- Take off the old and perished rubber, check everything is clean and then spray the gearstick liberally with WD40 or a similar water dispersant as suggested in per Graeme's tip. Slide the rubber gaiter over. Replace the metal holding ring

and four screws and check that the gearstick will still select all gears! Mine did although the movement into second is a little tighter.

- If you are replacing the leather gaiter, it is secured to the console with metal clips. See photo below.



- Photo on page 3 shows complete console ready to refit, this is where the string or wire attached to the alarm plug helps!
- Refit the console, the longer screws at the rear.
- Again check that you have movement to all gears.
- Replace the gearknob.
- Replace the leather cover in front of the radio. Connect the plug to the alarm - this will need the customary three presses of the fob to synchronise when you next lock the car. Replace the alarm cover.
- The gearknob replacement comes with a lovely enamelled diagram of the later gearbox. Since I don't have that gearbox and I have yet to adjust fully to this one (as it has a different position for reverse), I removed the metal insert from

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my original gearknob and glued it over the new one and completed with two coats of clear nail varnish (borrowed from the other half!). See the photo below.



Some of you may say that the position of the seams on the leather gaiter is incorrect but I like it this way. An important benefit of replacing the rubber gaiter is there is a noticeable reduction in heat leaking out the area around the gearstick.

Now just a final point – you may see the use of Vaseline is recommended on some websites as a lubricant when fitting the rubber gaiter. Well as a trained chemist I must caution against this as Vaseline rots rubber.