
ZEROPOINTONE

Fitting Guide – Mk3 Megane RS



Intro -

ZeroPointOne Shifters are designed primarily for track use and should be maintained to prevent damage. We recommend that you occasionally lubricate moving parts with spray grease (Dry lubricant with PTFE will prevent the shifter looking oily). A wet cloth can be used to clean the anodised aluminium, then dried with a lint-free cloth. The anodised base can have car wax applied for additional resistance to dirt, test on an inconspicuous section first. Brake Cleaner can be used on gloss finished bases.

Removal of the OEM Shifter –



1 – Remove any coins, chargers and whatever else you might have in your centre console to prevent damage to your interior or yourself.



2 – Remove the four tapping screws that secure the centre console to the car. There are two screws at the front of the console underneath a plastic trim where it connects to the instrument panel,. The other two are either side of the centre console, in the rear lower quarter and will require the seat to be moved forward to gain access. These require a T20 Torx bit to remove.



3 – Pull the OEM gear knob upwards to release it from the shifter, then unclip the gaiter surround from the centre console using interior trim removal tools to prevent damage. Once removed, you'll be able to pull the entire gaiter and surround up and off the shifter stick



4 – Unclip the handbrake gaiter in the same manner as the gear stick gaiter surround. Use interior trim tools to avoid marking the console. Once unclipped, the handbrake gaiter can be pulled up and over the leather handle.



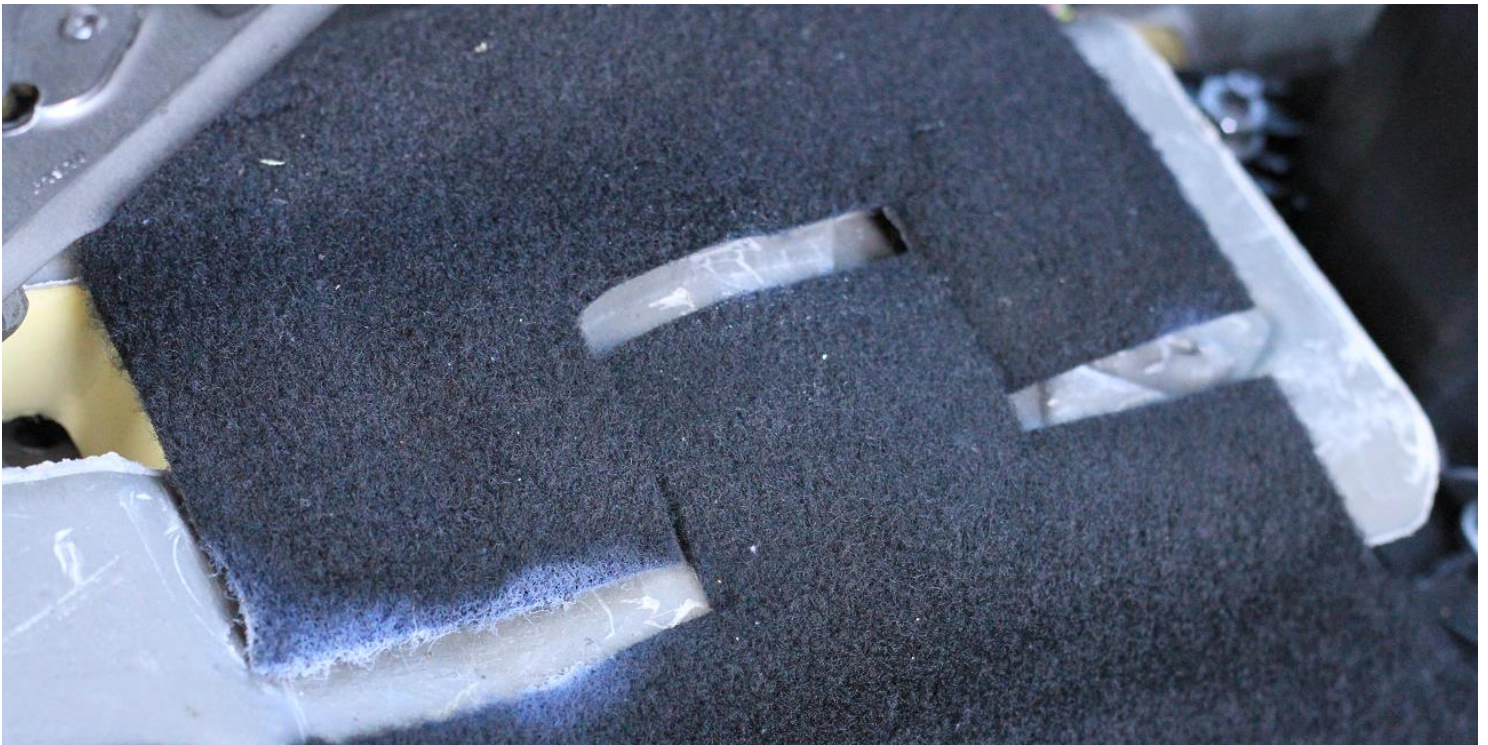
5 – Remove the trim connecting the centre console to the instrument panel (dash), there are three metal clips that can be prised out of their mating holes with a plastic interior trim lever bar. Once the plastic trim is removed, a fir tree fastener needs to be removed from the hole shown in the picture.



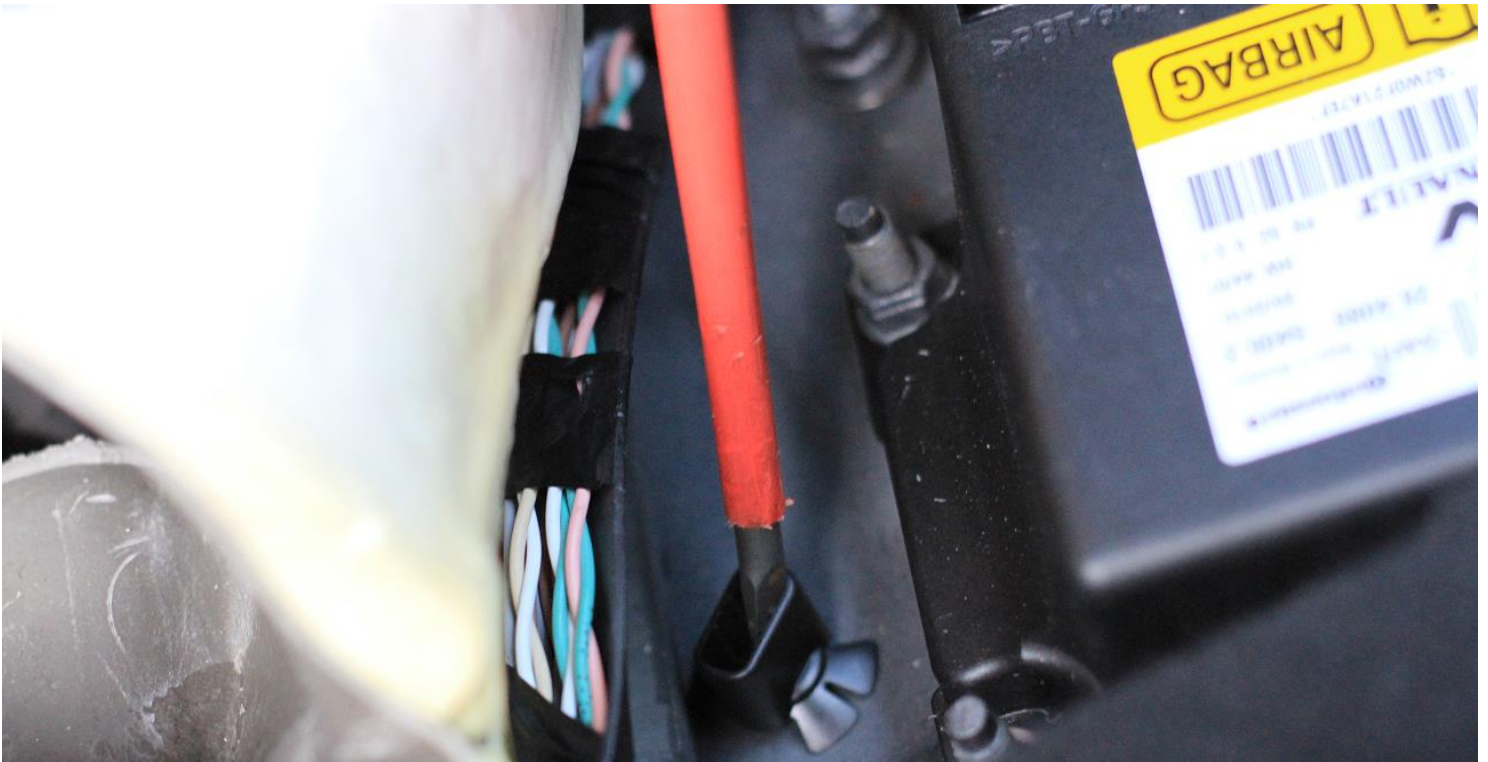
6 – Now that centre console is free to move, it can be raised enough for you to begin unclipping the various wired in electrical items. The 12V point at the rear of the console, the cruise control/speed limiter button in the middle, nav/display controller if the option is fitted and then the audio connections at the front.



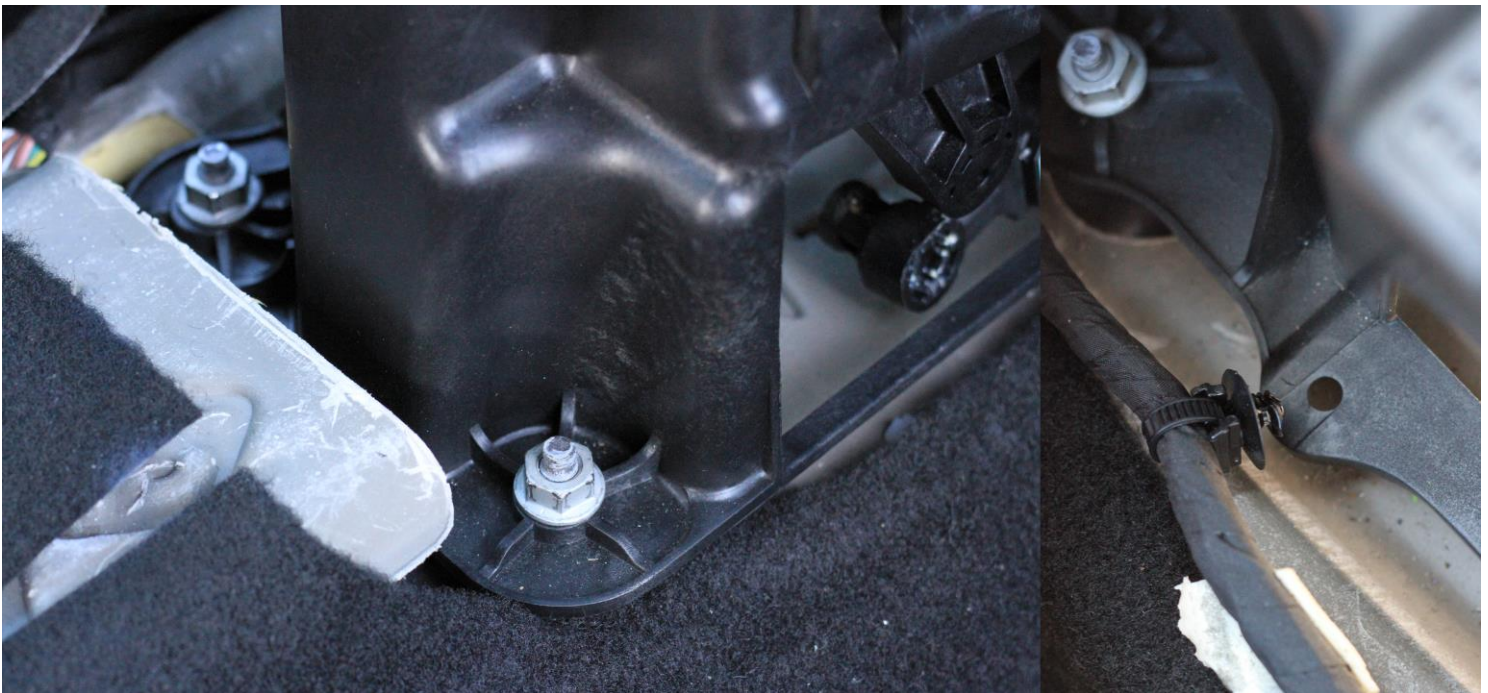
7 – The centre console can now be removed and taken out of the car. A foam surround needs to be taken off the original shifter to gain access to the mounting nuts.



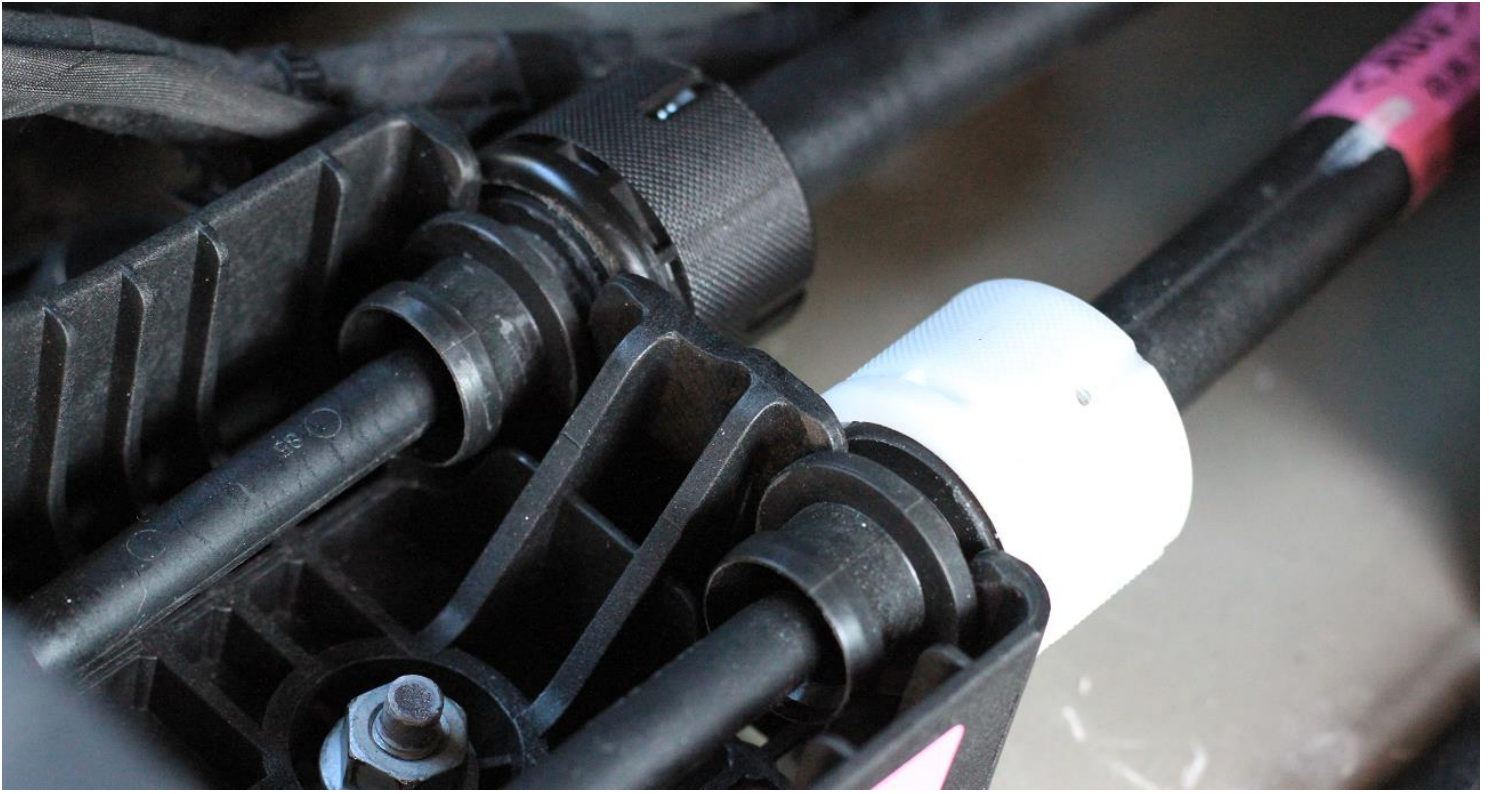
8 – Cut a slit in the carpet that covers the foam NVH material underneath the handbrake, this will give you access to an airbag module cover that needs removing. The above picture shows an overly complicated method of cutting the carpet, which would allow a single piece of tape to secure it back together, but a single straight cut would be just as effective.



9 – The airbag module cover is secured into position with a plastic nut that can be removed with a flat head screwdriver. Fold back the foam NVH material and push back the wiring that covers the back end of the airbag module cover. The plastic nut can then be accessed and removed, releasing the cover and allowing access to the retaining M8 nuts on the original shifter. The above picture does not show the cover, but illustrates where you will find the nut relative to the airbag module.



10 – A 13mm socket is required to remove the four M8 nuts that fasten the original shifter to the vehicle body. Once removed, these need to be kept safe so that they can be used for the ZPO shifter installation. Release the centre console wiring attached to the shifter by removing the two fir tree clips that are cable tied to the wiring bundle.



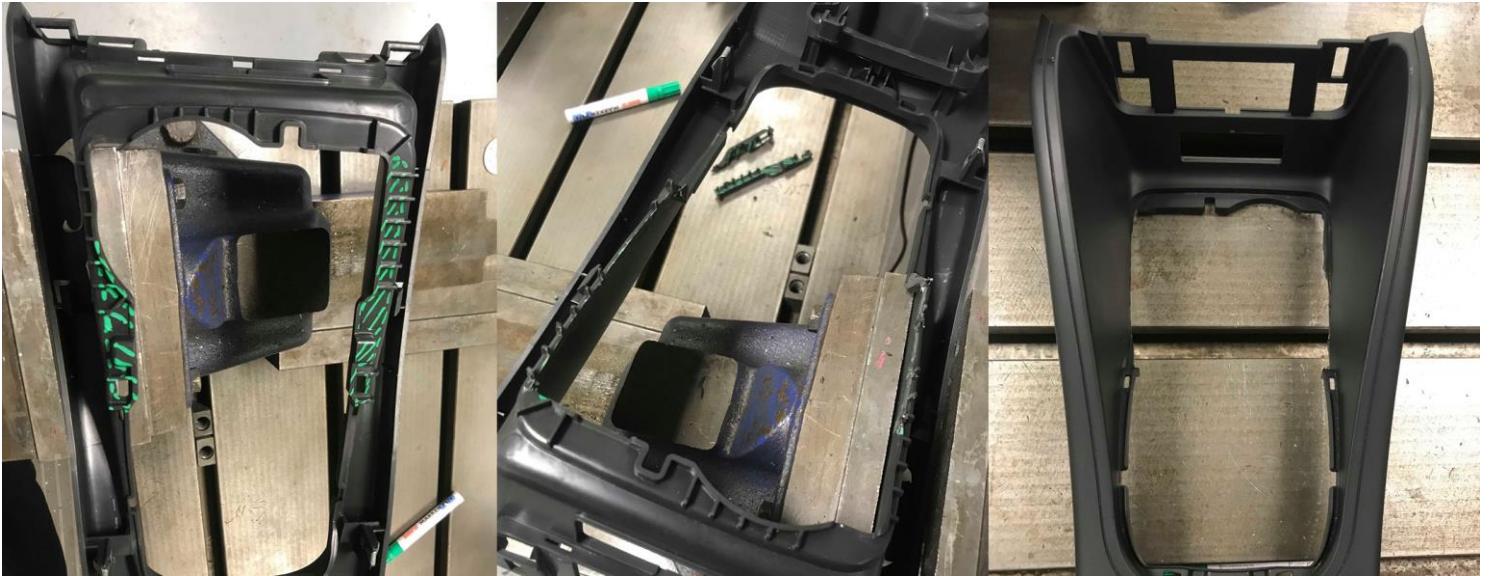
11 – Pull the white and black sleeves back on the OEM shifter cables to release them from the shifter base. This will then allow you to lift the shifter off of its mounting studs and twist it on its side to access to the cable ends.



12 – Remove both cable ends from the shifter ball studs. The gear stick cable can be removed by twisting it off the ball stud. The swing arm cable is removed by pulling out a black cup that locks onto the ball stud, a small flat headed screwdriver can be used to help the cup out of its closed position.

The original shifter can now be taken out of the vehicle.

Trimming the Centre Console Top Section –



13 – A small section of the centre console top section needs to be modified before fitting it back in the vehicle. This is easily done with a Dremel or similar device. The areas marked with green pen in the above pictures give an indication of where you should trim.

Installing the ZPO shifter –



14 – Place the supplied spacers over the M8 studs, these will allow the shifter to sit on a hard surface rather than the foam NVH material, resulting in a better residual torque over the lifetime of the shifter.



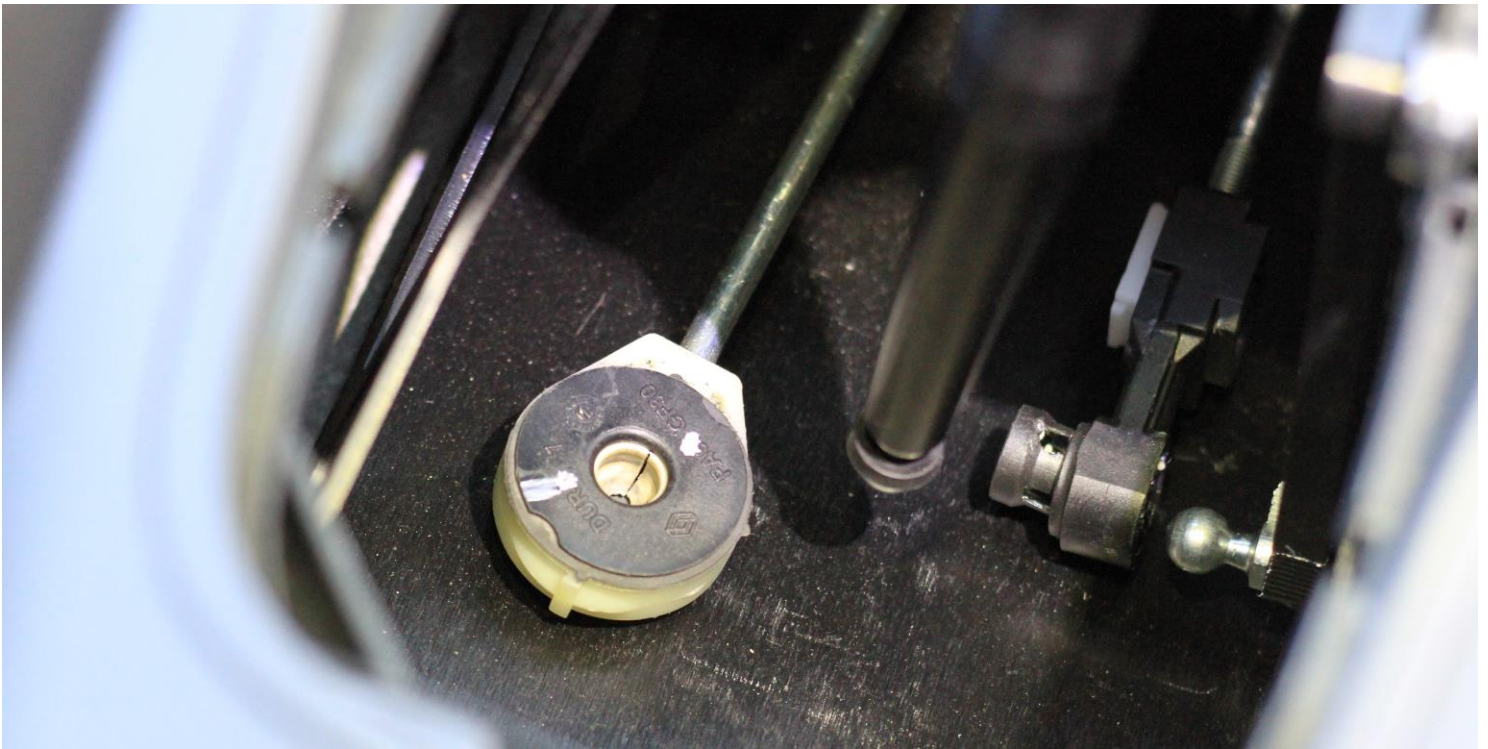
15 – The ZPO unit can now be placed in the vehicle. If you are fitting the centre console back in, then do not put the shifter over the weld studs, instead, rest it on top of them. This will allow you to move it backwards and forwards when re-fitting the console. The cables will need to go into position, but not yet connected to the base or the ball studs.



16 – Before putting the centre console in the vehicle, be sure to push the white plastic fixing out and away from the thread that it is holding in place. This will allow the cable end to move and eventually clip onto the ZPO shifter swingarm ball stud without pulling the cable away from its neutral position.



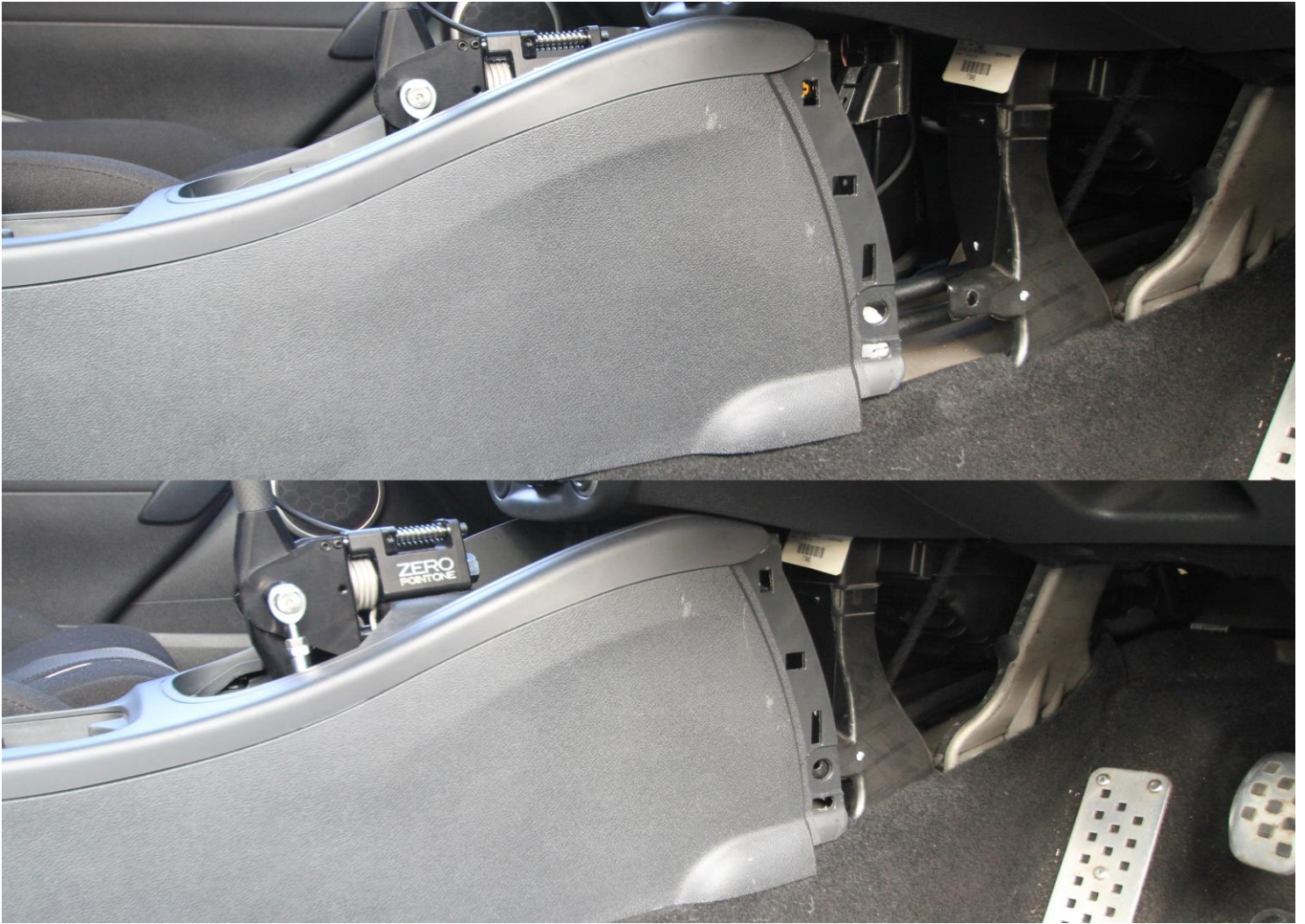
17 – The centre console can now be placed over the shifter and handbrake. (Tip, pull the handbrake up as high as possible to make this job easier). Ensure you have the newly modified top section of the centre console in place before fitting, it cannot be installed after the centre console has been installed. Reconnect all wiring. Move the console down into position while moving the shifter into the correct position over the M8 studs.



18 – Once the shifter has been seated correctly on the four M8 studs and the cables have been located into their correct positions on the shifter base, the cable ends can be connected to the shifter ball studs. Once both are connected, push the white plastic fixing into position on the threaded rod, securing the cable into position.



19 – The four nuts can now be tightened. 25Nm is sufficient for this joint, any more than this and you will strip the thread of the weld stud and damage the shifter base.



20 – Move the console towards the rear of the vehicle in order to tighten the two rear nuts on the shifter, then forward to tighten the front two nuts on the shifter.

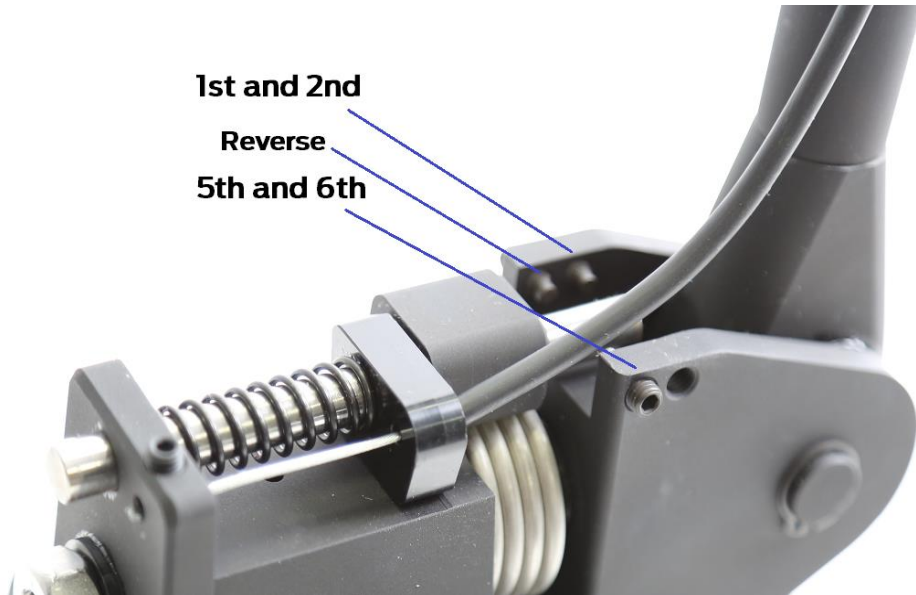


21 – Insert and tighten the four T15 screws that secure the centre console to the vehicle body and instrument panel (dash). Then refit the footwell trim panels.



22 – Install the centre console cover plate provided, ensure this is seated correctly to avoid rubbing on any of the components.

Adjusting the Shifter once installed



The shifter is set up to work from the moment the cables are connected, but if you have any issues selecting gears, try the following...

- Unwind the first grub screw on the right if you're unable to get 1st or 2nd, this will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Unwind the grub screw on the left if you're unable to get 5th or 6th, this will allow the stick to move over to the right more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.
- Unwind the second grub screw on the right if you're unable to get reverse, this will allow the stick to move over to the left more. Be very careful not to force the shifter into gear, minimal driver effort should be used to select gears.