
ZEROPOINTONE

Fitting Guide – Megane mk2/ Clio mk3



Intro -

This shifter is designed primarily for track use. 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.

Removal of OEM shifter –

- *We recommend disconnecting the car's battery before beginning removal of components.*

Removal of exhaust and heat shield – You will need to remove the heatshield directly underneath the current shifter. This is often made easier by removing the centre section of the exhaust or by removing one of the exhaust clamps so that you gain better access by letting the exhaust hang. Be careful not to put too much stress on the flexi pipe.

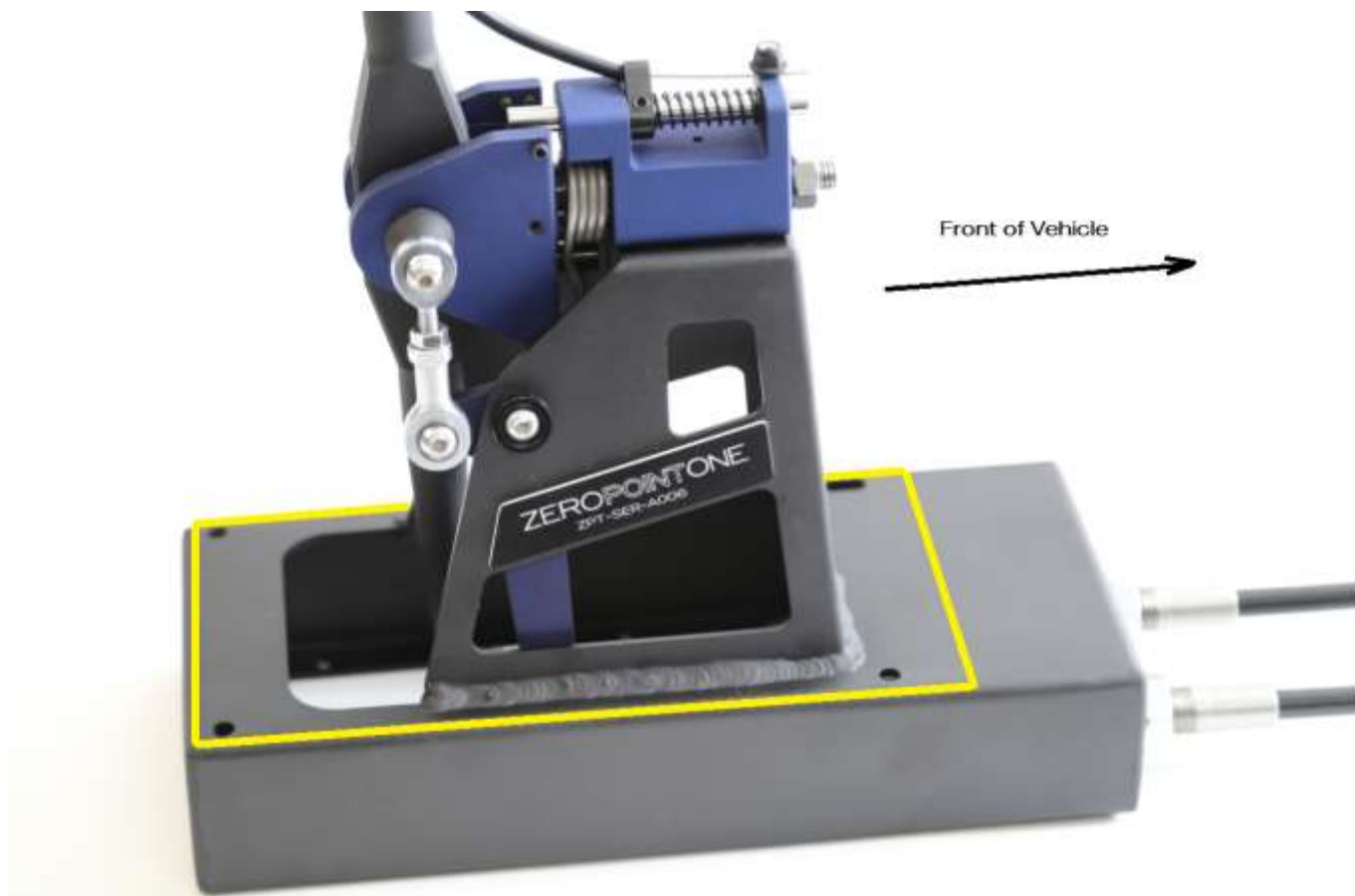
Remove centre console - Including the OEM gear shifter gear knob and gator.

Remove OEM shifter bolts – This will allow the unit to be removed from the bottom of the vehicle.

Remove the bottom plate of the OEM shifter to allow access to the cables. These are released from the unit by unclipping 2 x horse shoe clips. They can then be uncoupled from the ball studs and removed from the unit.

Fitting of Zero Point One shifter to the vehicle –

- We recommend adding a double side foam tape or RTV sealant to the top of the base to create a gas tight fit when installing.



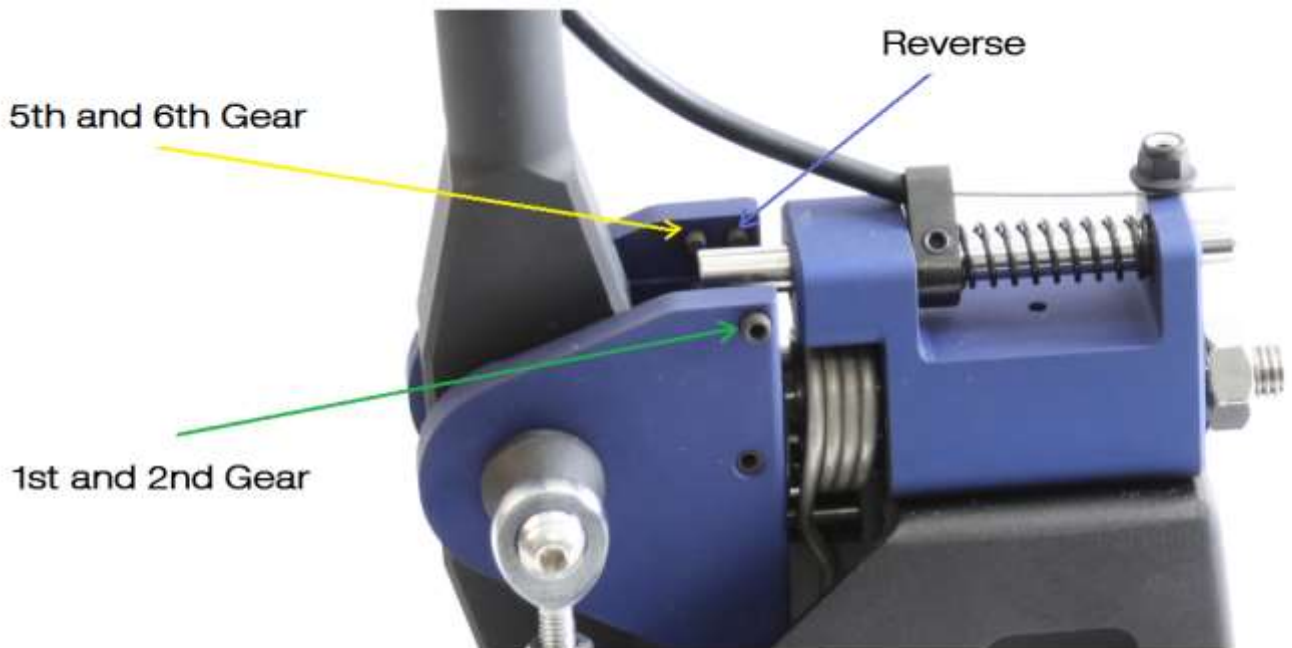
The yellow line shown on the base of the ZPO shifter is a guideline of where the foam/sealant should be placed.

Insert the shifter from the bottom of the vehicle into the tunnel allowing the 4 base bolts to line up with the holes in the tunnel. Then from inside the vehicle fasten with the 4 nuts provided. Do not put the base plate onto the base until the nuts are fully tightened, you may need to use a hex/torx tool to hold the 4 bolts while nuts are tightened up.

Cables

Connect the cables by feeding them through the corresponding hole, pushing the cable ends onto the ball studs, then attach the horse shoe shaped clips to retain the cables to the base.

Adjusting the grub screws to allow all gears to be engaged –



Using the gear lever, shift the gearbox into 1st and 2nd. You may need to screw the (green arrow) grub screw out to achieve this.

Then repeat the same steps with gears 5 and 6, screwing out the (yellow arrow) grub screw until they can be selected cleanly.

Now actuate the reverse pin by pulling the reverse plunger near the gearknob, this will allow you to move the gear stick over enough to select reverse. Screw in the grub screw (blue arrow) until it can be selected correctly.

- *Note – The above picture is of a megane shifter, the Clio shifter has the 2x grub screws on the right . Same rules above apply to setting it up.*

Final Steps –

Bolt the cover plate on the base from underneath the vehicle. When tape is applied to the plate, remove the plastic to reveal the adhesive. Use minimal torque on the bolts and apply loctite to prevent torque loss over time. Reinstall the heat shields, exhaust, undershields, battery tray, air filter and reconnect battery.

Check that all moving parts on the shifter are lubricated and check that all gears can be engaged before setting off.

Small test drives are advised, with re-adjustments made when necessary.

Please contact us for any further information, we are always happy to help!

Zero Point One Team