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ENGINEERING

# Peugeot 206 SatchShift Fitting Guide





# Overview

Race spec uprated replacement gear linkage to fit the Peugeot 206.  
Available for BE4, BE4R, BE3, and MA type gearboxes.

Our Satchshift kit fully replaces the original linkage, giving precise gear changes with a much longer gear stick that is closer to the steering wheel and placed further back for comfort.

Box contents -

- 1 x gearstick
- 1 x gearstick base plate
- 1 x lower rod
- 1 x upper rod
- 1 x bulkhead up-stand
- 1 x bulkhead rubber grommet
- 1 x paper template
- 1 x gearbox arm on BE versions





# Fitting Process

This guide is intended to help simplify fitting of the kit. It is not a complete and definitive guide, and assumes the fitter will have a good grasp of the practices required and have access to the necessary tools. Please read through the guide before starting and make a decision as to whether you feel confident about fitting the kit; if not, perhaps consider seeking the help of someone who does.

The safety of the kit in use depends on how it is installed. It is intended for use in competition cars and as such its effectiveness and safety must be ensured by the fitter or verified by qualified persons. The manufacturer insists that it is the fitter's responsibility to make sure it is safe and suitable for use.

It's strongly recommended that the battery is disconnected before work begins due to the proximity of live terminals to the fitting area.

Remove the original gear cables, gear stick and gaiter and bulkhead gear pivot assembly.

It is necessary to remove the front anti roll bar clamps to allow the anti roll bar to drop down, and also the exhaust to allow full access -





The first cutting job is to make the hole for the upper rod in the bulkhead/tunnel.

There is a paper template included with the kit.

Cut the template to shape and align the smaller hole with the locating raised dimple from the underside of the tunnel -





Mark the hole through the template with a marker pen or similar.



Drill out with a 38mm diameter hole saw.

Be careful the cutter does not damage the wiring or internal components of the car!





The top rod from the gearlever will pass through this hole and connect to the bulkhead upstand once fitted.



The bulkhead rubber grommet is used to prevent water/dirt ingress into the car.

Position the stainless steel securing ring in place and drill the two 6mm holes for the M5 fixings supplied.





Loosely fit the gear stick base plate on the original studs to mark out the hole for the rear pivot joint (behind the stick) (12mm diameter hole). Once the hole is marked out, move the base plate away while cutting to avoid damage.



View from underneath showing the two M10 washers fitted between the gearstick clevis and the bearing housing.

It is imperative they are fitted in this position to allow full movement of the stick, and prevent clamping the stick to the lower rod.





Install the subframe/bulkhead upstand using the M10 caphead bolt supplied. There are differences in brackets supplied between EW and TU engined cars to account for the differing shaped subframes -

EW subframe (exhaust at back of engine), subframe removed for photographic purposes only! -



TU engined cars with the exhaust at the front of the engine, with extra bracket fitted -





The top plate on the pivot assembly needs two bolt holes (6mm) drilled where it naturally sits against the bulkhead.

The main pivot bolt (8mm Allen head) needs to be slack when locating the pivot assembly and the top plate mounted so it fits square when the pivot bolt is tightened.

Loose fitting all the mounting bolts initially, allows better access when fitting/tightening the bolts!

When the pivot assembly is in place, finally tighten all the bolts. Viewed from above, correctly fitted:





With the gear stick gaiter fitted on the stick, insert the stick through the hole in the base plate and fit the lower rod to the stick and pivot assembly as illustrated. There's a spacer between the two bearings at the base of the stick. The spacer can dislocate with the bolt removed, so it may need poking from the opposite side to locate it while the bolt is pushed through. Note the two washers on that bolt as supplied, need to be fitted as supplied! Refer to the pictures. The bolt at the front end of the lower rod, that goes through the spherical bearing, should be thread-locked. Also the rear bolt through the rear spherical joint (that goes through the floor and base plate), should be thread-locked. The rear spherical joint is best left slack until the whole linkage has been fitted and tightened when all the adjustments have been made.





For the BE4 and BE4R versions, remove the standard top gear selection lever from the gearbox by punching out the roll pin, and fit the supplied replacement arm.

PLEASE NOTE, be very careful that the central rod does not drop into the gearbox during this process, and if it does it is imperative that it is centrally located when refitted.

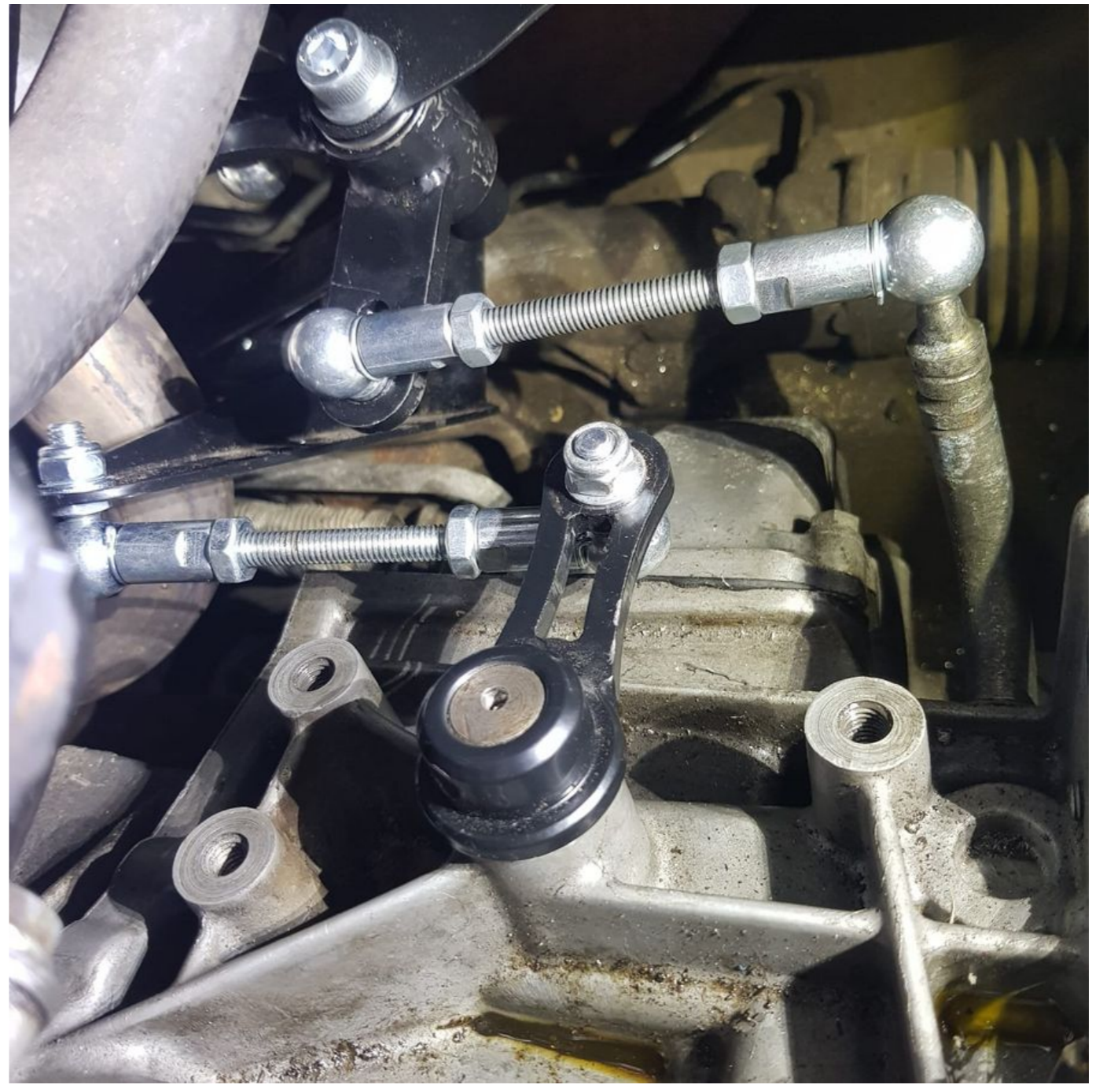
The gearbox cross rod has a lock wire that needs to be removed before it is popped onto the gearbox end ball; re-fit the lock wires when all the adjustments have been finalised.

When you're happy that it's all working nicely and not hitting anything (especially the exhaust), then tighten all the mounting bolts and lower rod's rear spherical joint.



The fitting process for both the BE and MA version are broadly similar, with variations only in the gearbox cross-rod arms. Here are some further photos on the BE4/EW SatchShift fitted for further reference -





Photos of the MA version will be added to the guide at a later date.



# Adjustment

Adjusting the lengths of the cross rods will alter the position of the gearstick in relation to the steering wheel, but will not effect the actual operation of the gearbox.

If you have selection issues please check that everything is moving freely, nothing is binding up or touching the car body/exhaust at any point. Also that no rose joint or ball joint is going to the full extent of its travel.

We suggest you ask a friend to operate the gear stick while you observe from under the bonnet for any issues.

One common problem on the BE versions is where not all gears can be selected, this occurs if the gearbox top selector rod is allowed to drop into the box when removing the roll pin (and then not centrally located when pulled back out).

If you have this issue it will be necessary to remove the top selector arm/roll pin, and drop the gearbox selector back into the gearbox and reposition it until you can feel it is centrally located on the internal selector.

Good luck, and enjoy!





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