



Mercedes-Benz 114 or 115 Auto shifter bushings

Loose shifter on your old Merc - follow along as I replace the shifter bushes, and not the normal under-the-car ones

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INTRODUCTION

Does your classic Merc have a loose shifter? Follow along as I replace the interior shifter bushes



TOOLS:

- [Phillips #2 Screwdriver](#) (1)
- [Flathead 3/32" or 2.5 mm Screwdriver](#) (1)
- [Small Needle Nose Pliers](#) (1)
- [Small snap ring pliers](#) (1)

Optional

- [10mm Socket](#) (1)
- [1/4in drive ratchet](#) (1)
- [15mm Spanner or Monkey wrench](#) (1)



PARTS:

- [1152671250 - Shifter Bushing](#) (2)
- [1152670950 - Shifter Bushing small - inside spring](#) (2)

Optional

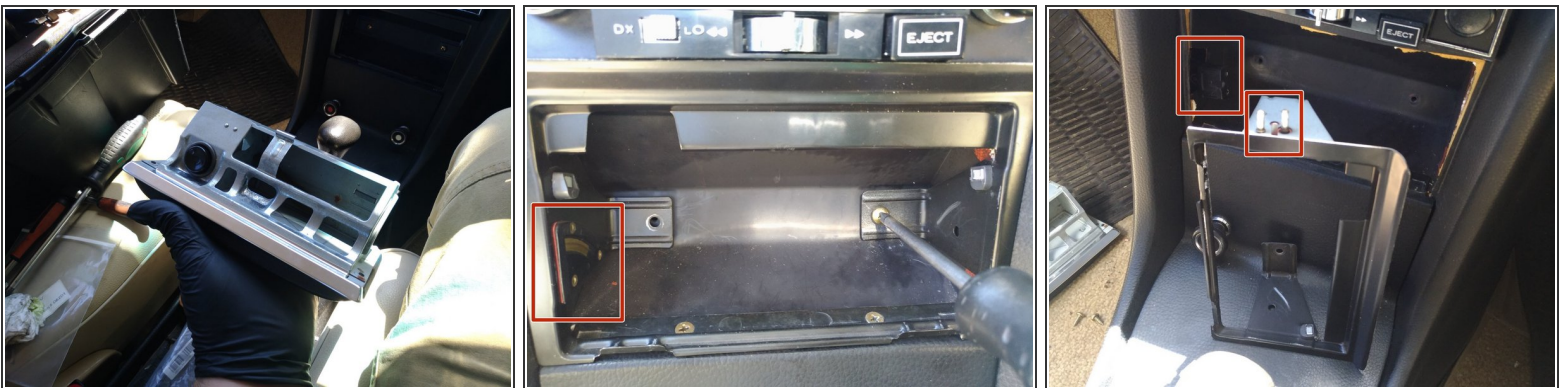
- [3M Silicone Paste](#) (1)
- Or any other plastic-safe lube*

Step 1 — Remove Ashtray



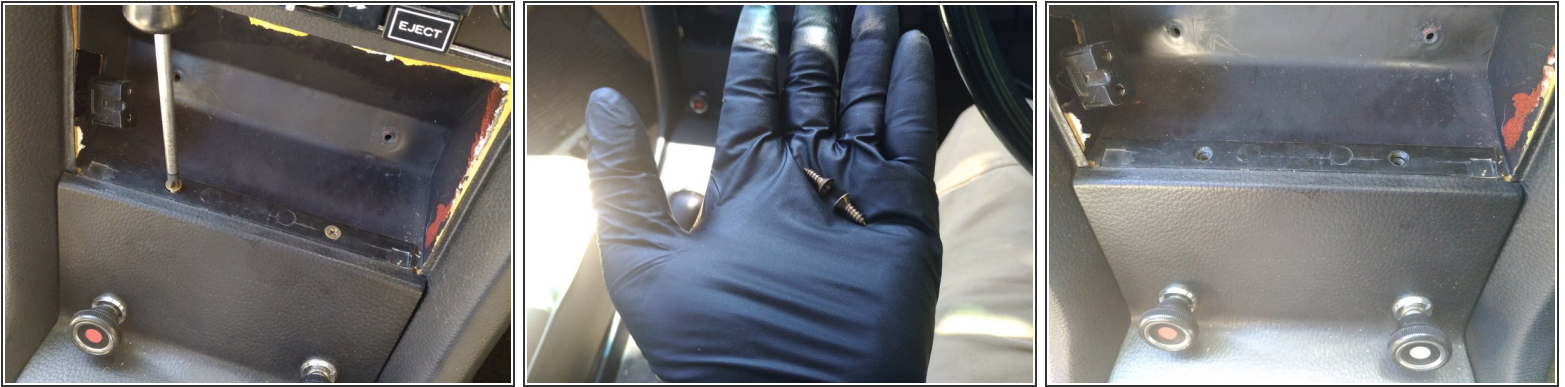
- This guide only applies to floor-shift automatics, such as my 1976 230.6 (114.015)
- This car was never sold in USA, as I'm in New Zealand, but the centre-console is the same for all the other 114 and 115 automatics (and probably other model ranges)
- First step is to open and remove your Ashtray to gain access to the first set of screws
- Push down on the metal tab - while pulling the ashtray out

Step 2 — Remove Ashtray frame



- After you've removed the ashtray you'll see the ashtray frame/bracket
- Remove the two pan-head screws at the rear of the opening - ignore the two counter-sunk screws at the bottom for now
- Careful when you pull it out as the connector for the cigar lighter contacts on left sticks out so you can't just pull it straight-out

Step 3 — Remove front of center console panel screws



- Now you can remove those two counter-sunk screws holding in the front of the shifter/center console panel.

Step 4 — Pull up on single clip at rear of centre-console trim



- The hardest, or second-hardest step
- There is a simple metal trim clip holding the rear of the centre-console trim panel down (marked by a yellow box in photo 2)
- You won't be able to see it easily, you can pry back the rubber trim in the marked area to gain a view of the clip (blue box area in photo)
- In my car the plastic foot with the metal clip attached to it is cracked, so I added a small bit of wire to help pull it out next time so as not to break it (see red box in 3rd photo)

Step 5 — Remove connectors and remove the panel



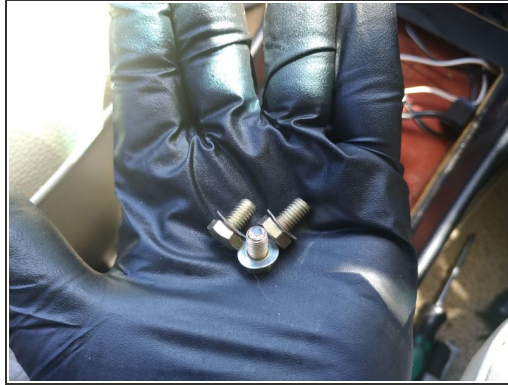
- Ensure your handbrake is set, or you're not on a slope
- Shift to neutral or other gears as required to get the console panel out
- You'll need to angle the trim panel back and forth a little as the plugs for your hazards and rear defroster/demister get in the way
- I've shown the units and their plugs in Yellow (demister) and Red (hazards)

Step 6 — Remove the shifter backlight



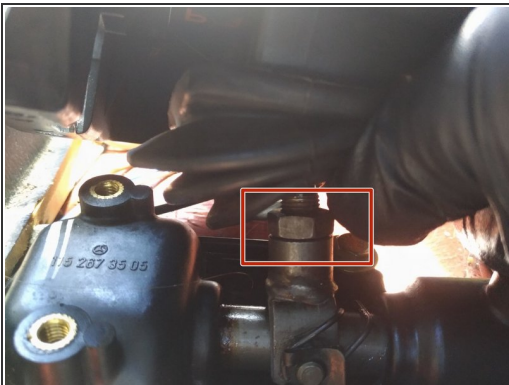
- It's simply clipped-in and you can pry using a small flat-head at the top to get it started
- When you're re-installing it, you simply line up the V symbol on the shifter housing with the V symbol on the lamp holder

Step 7 — Remove 3 bolts holding down the shifter surround



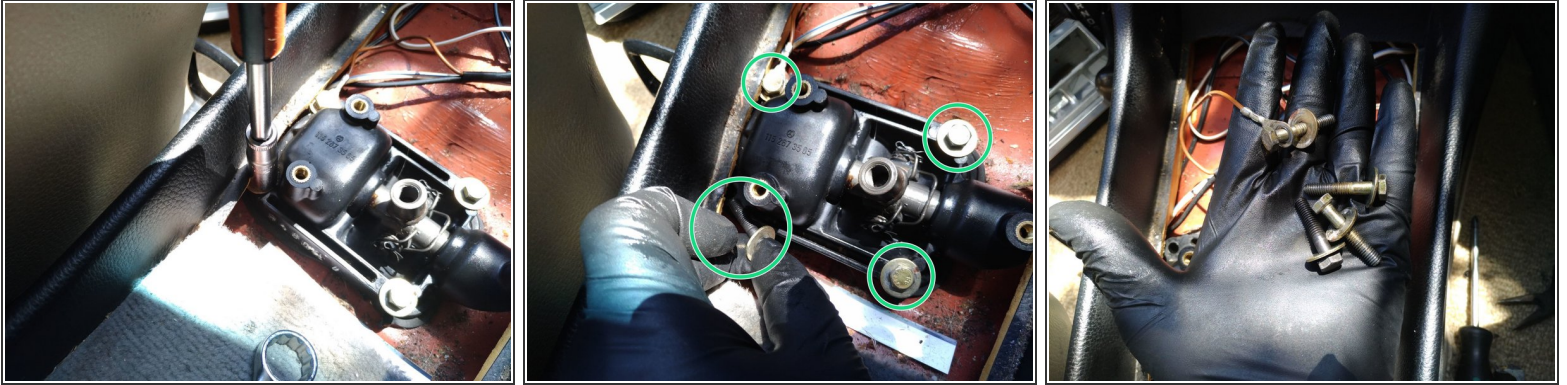
- You'll need a 10mm socket - I used a 1/4in deep
- There are 3 bolts, one on the right-side and 2 on the left
- They have a small wavy washer, don't drop it down the centre-console when you pull them out
- You won't be able to remove the surround fully until the next step

Step 8 — Unscrew the shift lever and knob



- First loosen the 15mm jam nut (outlined in red)
- Now you can unscrew the shift lever/knob
- When you're re-installing it ensure it's clocked correctly before tightening the jam nut

Step 9 — Remove shift linkage housing bolts



- There are four 10mm bolts, the left two bolts are hard to see, you'll need to pry the trim back a bit
- The top-left bolt has the ground cable for the shifter backlight on it
- The bolts have large flat washers on them, be careful not to drop them down the side of the console - use a magnet if necessary

Step 10 — Disconnect the shift rod



- After lifting up the shifter housing (black plastic part) you'll see it's attached to the shift rod below
- The green thing in the picture is the driveshaft
- To get better access, you can pull the shift rod towards the rear of the car (go through a few gears) as I did
- The clip is fairly easy to remove with needle nose pliers and/or a small flat-head screwdriver
- Be careful not to drop the clip down the side of the centre console or through the hole in the tunnel now revealed
- These photos are actually from re-assembly, as you can see I lubed up all bushings with 3M Silicone paste - you could use any plastic-safe lube

Step 11 — Remove "half-moon" from the housing



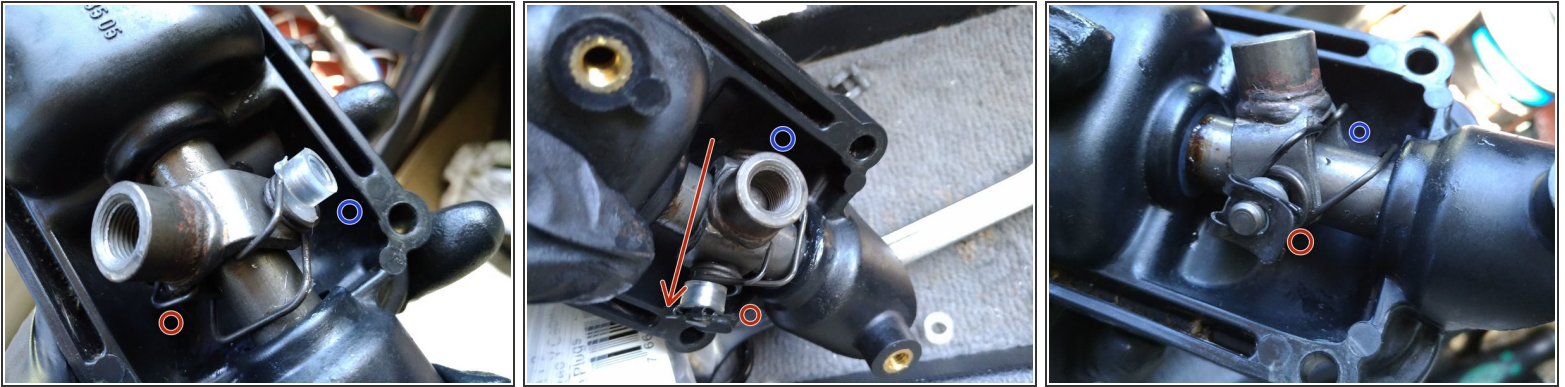
- You'll see a plastic half-moon part (to stop dust and noise from entering the car) - it just pulls out

Step 12 — Remove shift lever yoke - part 1



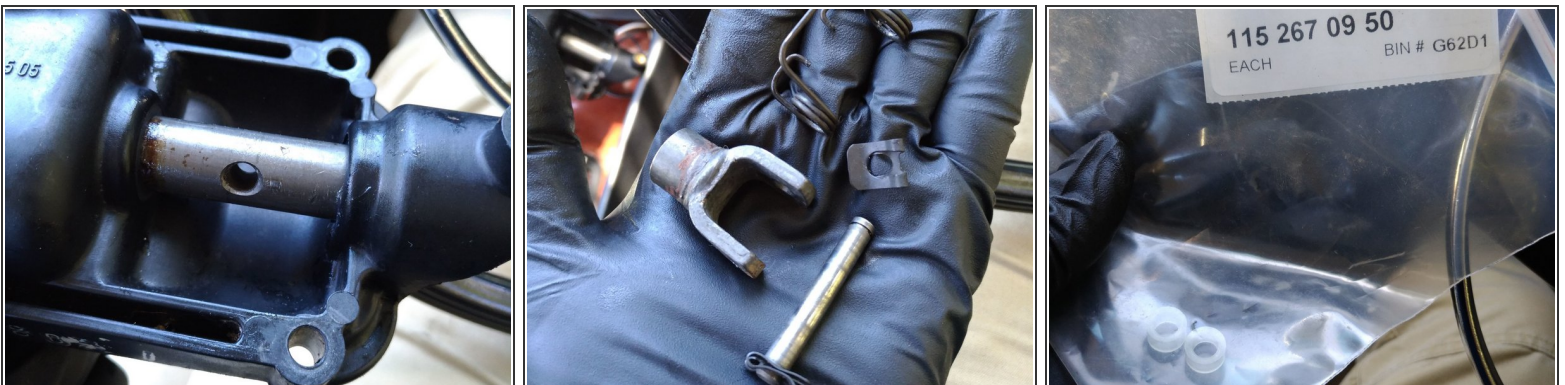
- Remove a clip from one end of the small rod connecting the shift lever yoke to the main rod
- Again as these photos were taken during re-assembly there is silicone lube present
- You can see there is a tiny bushing in between the spring and the small rod on each end - these bushing are optional but cheap, mine were completely gone
- The small bushing part number is: 1152670950
- I used a small screwdriver and needle-nose pliers to remove the clip (slide in direction of red arrow)

Step 13 — Remove shift lever yoke - part 2



- Some better views of those tiny bushings as you pull the small rod out (slide rod out in direction of arrow)
- These photos were during re-assembly so the bushing is fresh and clear, the old ones would probably be yellowed or cracked or missing
- I put a blue circle on one end of the small rod and a red circle on the other end so you can identify them better
- I used again the small screwdriver and needle-nose pliers to pry the spring back while re-inserting the bushings

Step 14 — Shift lever yoke parts



- And a final show of parts involved to attach/detach the yoke from the shaft

Step 15 — The snap ring



- Now the hardest or second-hardest step
- Removing the snap-ring
- If you have small snap-ring pliers this is probably pretty easy
- If not you might be lucky like I was and the needle-nose tips fit into the holes
- Even so it was a challenge to install and remove the snap-ring
- Also the part will probably go flying, so do the disassembly in a place where you can find it if it goes flying
- The washer goes under the snap ring
- As you can see these photos are from re-assembly, my old bushing was yellowed and the left-side in pieces

Step 16 — Slide out main shift rod



- Finally you can slide out the main rod from the plastic housing
- Here you'll see why you had to remove the plastic half-moon part
- After you've got it all apart, the bushings (if any remain) should just push out
- I cleaned up and then lubed the parts before reassembling

Step 17 — The bushings themselves



- My old bushing(s) vs the new parts
- The second image is how the bushings are oriented on the part
- The third image is the silicone paste lubricant on the bushing, ready to be slid back into the housing
- Follow the steps in reverse order to re-assemble

Step 18 — Wrap up and Tools



- The main tools I used were Philips #2 screwdriver (not pictured), small flat-head screwdriver, small needlenose pliers, 10mm deep socket and drivers
- Consumables were 3M Silicone Paste, paper towels and a bit of Brake cleaner
- The car being worked on, an Orange Mercedes-Benz 1976 230.6 (type 114.015) with automatic transmission, in Right-hand drive as this is in New Zealand

To reassemble your device, follow these instructions in reverse order.