

FIAT Cars > X1/9 > **Technical** solving gear linkage when fitting Uno Turbo in my X1/9

fiat abarth · Sep 24, 2016

Sep 24, 2016 #1

Anyone done the conversion and fitted a Uno Turbo engine into an X1/9 with the Uno Turbo gear box and got pictures on how the solution on making the gear linkage work on the car.  
 As the Turbo gearbox has the linkage on top of the gearbox and the X1/9 in the front of the engine?  
 I've been told some used wires.

many thanks

Jun 13, 2008  
 183  
 80  
 Stockholm

Last edited: Sep 24, 2016

Sep 24, 2016 #2

I don't know how much difference there is between the gearboxes but this is what i did on my punto gt powered X  
 Used a mgtf gear lever assemble and cables and modified center console to suit

**Attachments**

IMG\_20131112\_205840...  
 141 KB · Views: 143

IMG\_20131112\_191711...  
 156.4 KB · Views: 83

IMG\_20131114\_195829...  
 128.3 KB · Views: 79

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Sep 25, 2016 #3

I always thought you were supposed to keep the original (X1/9) gearbox, at most transplanting the gears from the Uno.

Mar 23, 2010  
 171  
 39

Sep 25, 2016 #4

That's the conventional way but as i'm putting probably 200hp through the system I opted for the Punto gearbox which i believe is stronger, some of the Punto boys are putting 300hp through the standard box and I don't believe the x1/9 box would stand anything like that and to swap the internals I believe it must be the mark 1 uno box with bottom change which I didn't have.

Nearly ready for it's first M.O.T since 1998 (I think)

**Attachments**

IMG\_20160422\_162235...  
 385.5 KB · Views: 150

Michael Dranfield

Sep 25, 2016 #5

Nice work gunna! Looks like a proper nice job! You should post some photos on the forum. It's a bit quiet ?

Jan 19, 2008  
 1,488  
 291  
 UK

Oct 15, 2016 #6

Thanks guys for your replies,  
 we ended up going with the original plan, that is to keep the Xy gearbox that was fitted on the engine from the beginning..

And btw.. after almost 1 year of trying to get it going.. we got it up and running, and during like a cat.. sounds fantastic.. and I'm like a little kid at x-mas 😊

Jun 13, 2008  
 183  
 80  
 Stockholm

Jun 19, 2017 #7

gunna said: ☺

I don't know how much difference there is between the gearboxes but this is what i did on my punto gt powered X  
 Used a mgtf gear lever assemble and cables and modified center console to suit

Thanks very much for that post Gunna.  
 Any chance you have more pics to send me on how you fitted this so I could copy yours, unless we decide to transfer everything from the Xy shell?  
 can you email me if you have?

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Jun 19, 2017 #8

Hey all,

As I've posted here before I've been working on my Turbo conversion on my 89 Xy. It has been working brilliantly.  
 However as I've bought the engine and gearbox, I had no idea what has been done to the engine. The engine/box was sitting for about 15+ years before we did anything to this.  
 Well disaster struck yesterday, the 5 th gear has more or less gone.. (it's not a pretty sound today)  
 Ontop of this, the turbo needs to be changed 😞 so much for not knowing to much about things after a long time.  
 Luckilyly tho.. I've found a Uno Turbo at the scrapyard not far from me, and I've managed to buy the gearbox, however.. now we have to decide what to do next.  
 Keep the Uno box intact and fix the gear linkage or fit the box into the Xy shell.  
 If to keep the Uno intact, anyone got good pics on how to fix this?  
 Or anyone got any ideas on what's best when transfer everything to the Xy shell?  
 Any tips would be greatly appreciated

Jun 13, 2008  
 183  
 80  
 Stockholm

Jun 22, 2017 #9

**Please bear in mind this was for a Punto GT conversion and the Uno may be different**  
 Here's some more pictures that will hopefully help you out.  
 The cable change is from a MGTF I welded some 25mmx6mm flat steel onto the x body with holes tapped to suite the cable change body, I cant remember if I had to modify the assembly slightly or not but if I did it wasn't by much but the one thing I did was cut the bottom ballast weight down as it was very wide and I wanted plenty of room left in the tunnel.  
 I altered the arms of the original gearbox change mechanism so that they worked in the correct orientation for the cables as shown in the pictures, A little care will be required to make sure that you keep the angle of the cable mechanism in a straight line to the modified arms so you are not getting extra resistance to overcome.  
 I found that the gearbox case needed to be trimmed down and the bodywork altered very slightly to accommodate the gearbox as it is slightly bigger, I cut and welded my bodywork to suite but you may find you don't even need to do this.  
 A plate was fabricated to fit to from the gearbox to cross member engine support as only 2 holes lined up and there was an offset of around 10mm and the cross member was also boxed in for strength and a gearbox stabilizer added  
 I have added some descriptions on the pictures to hopefully make things easier to understand and i'm sorry I don't have better pictures of everything.

Good luck

**Attachments**

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IMG\_20131029\_192216...  
 135.9 KB · Views: 92

IMG\_20131112\_205832...  
 351.8 KB · Views: 104

IMG\_20131112\_191646...  
 285.1 KB · Views: 82

IMG\_20131107\_203737...  
 128.8 KB · Views: 98

IMG\_20131119\_201841...  
 103.8 KB · Views: 78

IMG\_20131112\_191711...  
 156.4 KB · Views: 65

IMG\_20131114\_195829...  
 128.3 KB · Views: 71

IMG\_20160421\_194122...  
 462.4 KB · Views: 128

olliefromuk

Jun 25, 2017 #10

Forgot to mention that the best option is to have equal length drive shafts so you use another short shaft from the x1/9 but this is still not quite right size so you need to add a CV joint with the internals removed to the drive shaft just after the shaft support bearing with new longer bolts of the correct grade making sure to thread lock them as you don't want them loosening off.

**Attachments**

IMG\_20160421\_194129...  
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