



### PLEASE LISTEN

Bad shifting may have different reasons. (coupling of the shifter bar, wrong adjustment, problems with the gearbox, worn ball of the shifter). Often it is the worn shifter bush. Please, read the manual before starting

All advices are line of sight in direction of travel

turn **CCW**- conter clock wise

turn **CW** – clock wise

Please, listen to the points. There are parts in the tunnel disturbing other direction (for instance: pipes for ropes).



#### delivery:

- 1 half with slot
- 1 half with hole
- 1 set screw M8
- 1 nut M8
- 1 washer
- 1 spring washer
- 1 sealing wire
- 1 manual

#### needed tools:

- 1 spanner 13 x 8 mm
- 1 cross screwdriver
- 1 tip screwdriver
- 1 allen key 4 mm
- tools may variant



#### Safety note:

the shifting system is important for safety. We recommend the installation through an authorized workshop. We are not legally responsible for damage based on improperly installation.

Inside the tunnel there are sharp areas. ATTENTION! RISC OF INJURY

### What happen in the tunnel?



**1. Shifter out.** Do a mark where the parts are located. The assembling after installation is not part of the manual

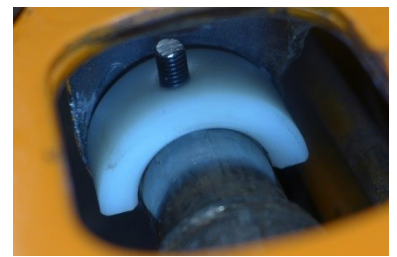
**2. Open the cover** of the shifter coupling under the backseat. If installed take out the sealing wire and loose the square screw SW8. Turn the coupling and the rod 180° CCW and push a little bit in front. Not complete off from the gearbox

**3. take out the rest** of the old shifter bush. There is no really "best way" to do it. The spring ring can be taken out by a wire-cutting pliers. Pull hard. Clean the rod and the shackle from old grease and rests.





**4. Take the part with the slot** by the small screw. Put some grease on the bush. The only need of this screws is a better handling. Locate it in top of the rod and push it inside the shackle. The slot must be inside the shackle



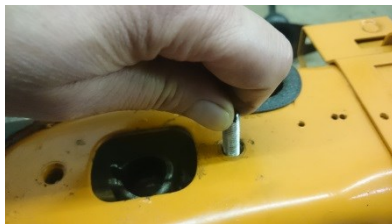
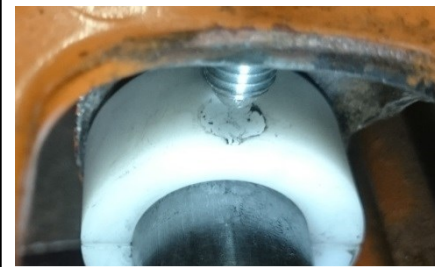
**5. Turn the half of the bush** by using the small screw 180° CCW (direction co-driver's seat). If turning is too hard you can use a screw driver through the hole M8 for the shifter. The slot has to be inside the shackle. The cam of the bush fix itself behind the shackle.

A help is to move/turn the rod a little bit.



**6. Take the second half** with the hole in the same way. Put some grease on it. Push it in the shackle. Listen that both parts are in one line and fits.

The hole of the bush has to be in one line with the M8 hole for holding the shifter. You can adjust both parts together with a small screw driver through the hole M8.



**7. Put the set screw M8** in and listen, that the tip of the screw is in hole of the bush. Handtight is enough. The rod is not straight. So there will come additional force after turning back the rod.



**8. Turn the shifter coupling** and rod 180° CW in correct position. Fasten the square screw of the coupling. Fix it with the sealing wire if there is a hole in the head of the screw or use lock glue.



**9. Mount the shifter** as dismantled. Set first the hexagonal screw in front hand tight. Then take the washer, the spring washer and the M8 nut on the set screw. Adjust the shifter. When you fix the nut use a allen key to hold the screw in position. **Don't torque more down.**

### What can be wrong?

**A half drops down in the tunnel**- take out by a barmagnet

**It is too hard to turn the half**- clean the rod and the hole in the shackle and use grease

**shifting is going tight** - unscrew the set screw a little bit

**shifting is not exact** - adjust the shifter according usual manuals

