

Adjustable Gear Shifter Installation Guide (MPW-SVG-0378-02)

1, Remove the bikes stock Shifter Linkage. This includes removing the large Allen bolt and sliding off the Shifter and following the Linkage bar up to the engine casing connection. Note with the engine casing connection you need to fully remove the bolt before the clamp will slide off.

2, Now you have the stock Linkage removed there is a bit more disassembly required. Loosen the lock nut at the Ball Joint that is attached to the Gear Shifter, and then unwind the ball joint from the linkage bar. You can now place the stock Gear Shifter to one side.

3, Now wind on the new Ball Joint. Note you should aim to wind the Ball Joint on the same amount as the top clamps Ball Joint. And snug up the lock nut. Also note if the stock Ball Joint had a rubber stretch cover, you should now swap it over to the new one.

4, With the Ball Joint attached to the Linkage Bar, you can now bolt the Linkage Bar to the Gear Shifter using the supplied Cap head bolt and tighten fully.

5, Next apply plenty of grease to the Shifters main fixing point, fit the 2 O ring seals (either side of the Gear Shifter) and then insert the large Allen bolt removed in step 1 and fully tighten.

6, You can now re-attach the clamp at the engine casing.

7, Now is the perfect time to establish the height you wish the Gear Shifter to sit at in relation to the Foot Peg. You can do this by loosening the two locknuts on the Linkage Bar and rotate the Bar either clockwise or anti clockwise to increase or decrease the Shifters height. It is wise to sit on the bike to gauge this. Once you are happy with the height tighten the two locknuts

8, With height adjustment done you can now set the Length of the Gear Shifter. Loosen the two Cap head Allen bolts just enough to be able to slide the Shifter apart easily forwards and backwards.

As with Step 7 it is wise to sit on the bike to test different lengths and find the one that is most comfy for you. Once you have it set where you want it to, tighten the two bolts.

9, The install is essentially complete, but it might be wise to take the bike for a short test ride with the correct tools to make any slight adjustments as in steps 7 and 8.

10, Now go for a well-deserved ride.