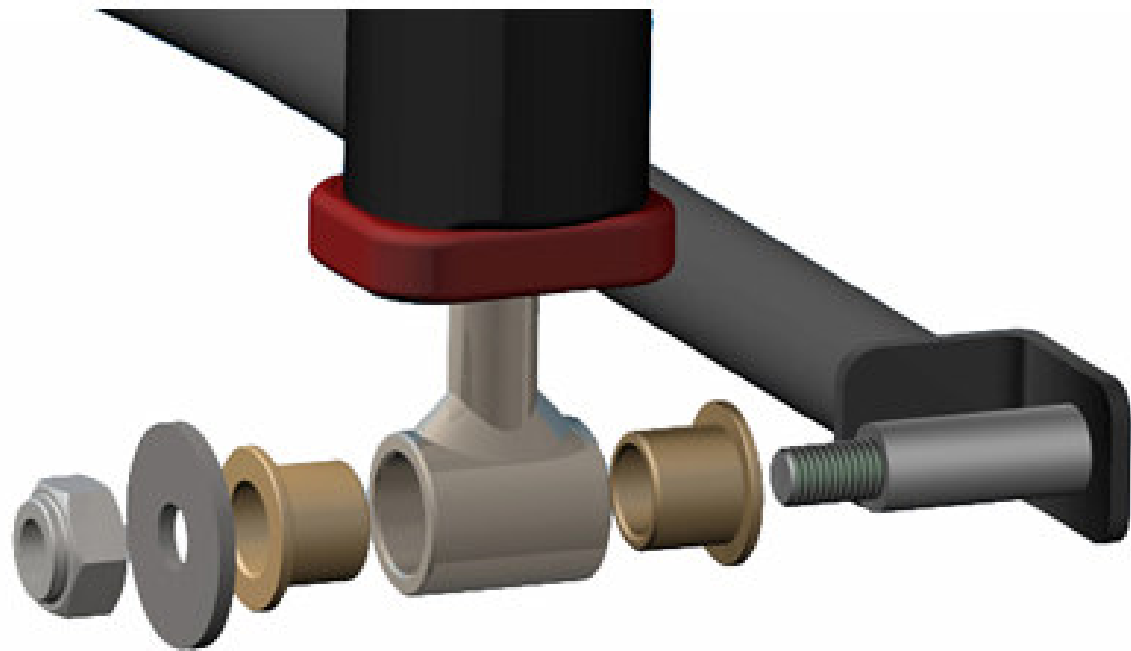


Brass Bushes

[for less backlash]

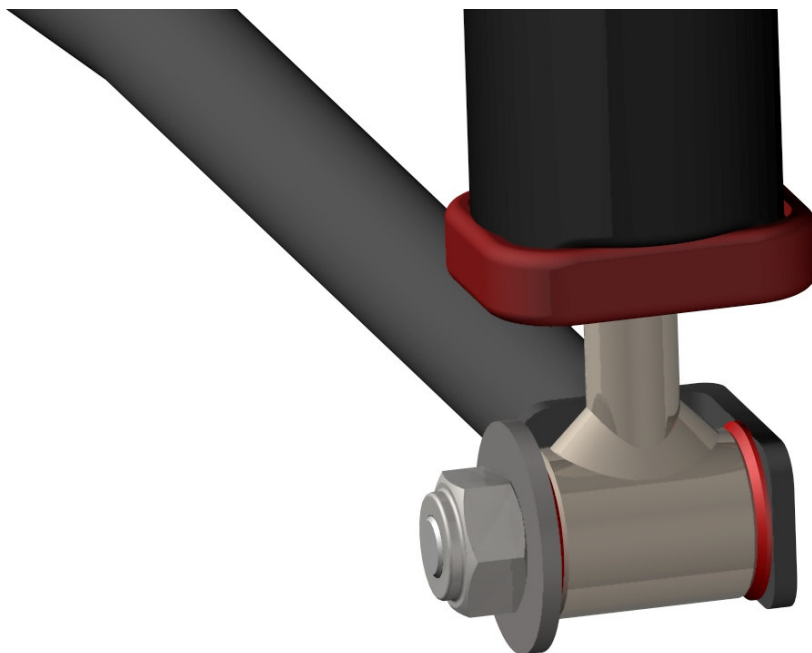


Required tools, materials:

- Socket-wrench (size: M8 / 13)
- Heat-resistant grease
- Cloth
- Emery paper (fine ~ P 800)
- Vernier-caliper

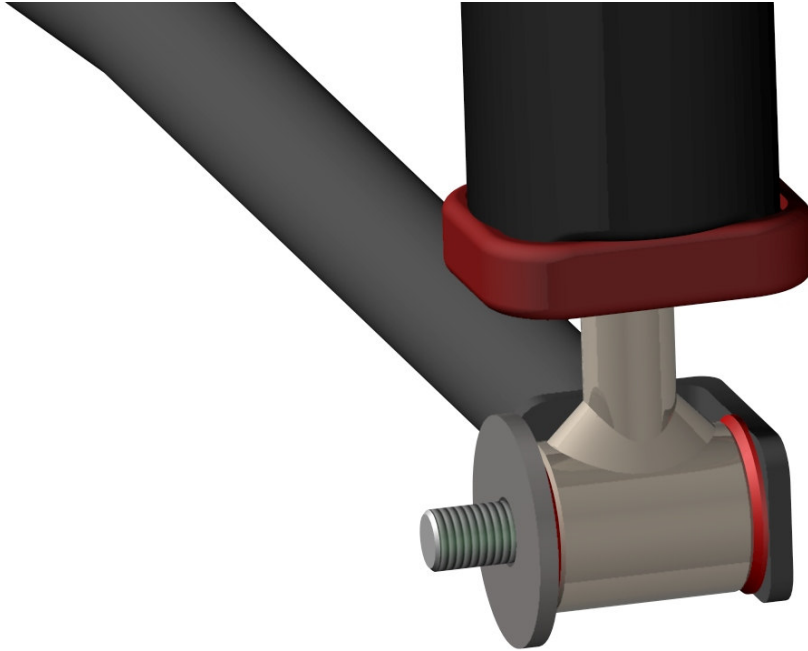
Estimated assembly time: 15 minutes

The brass bushes replace the OEM flexible bushes in the bottom of the gear-stick:

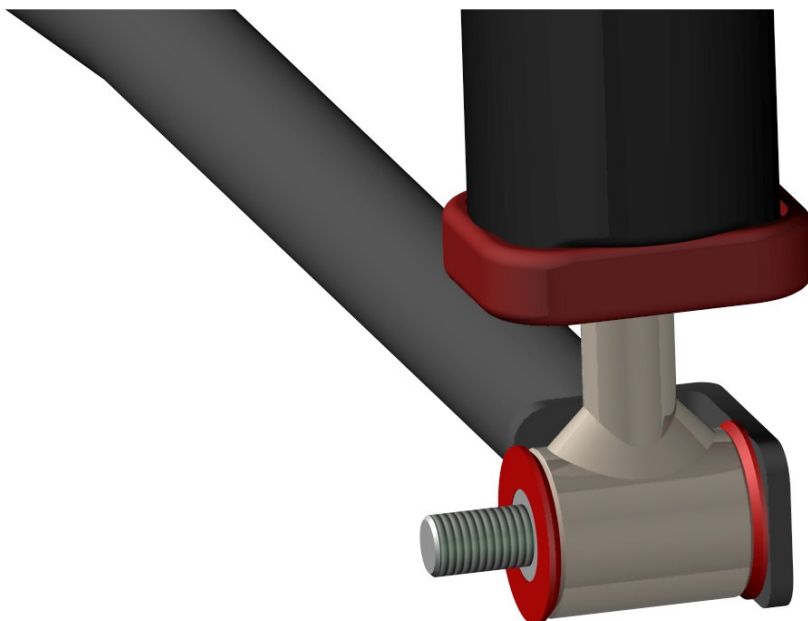


Steps:

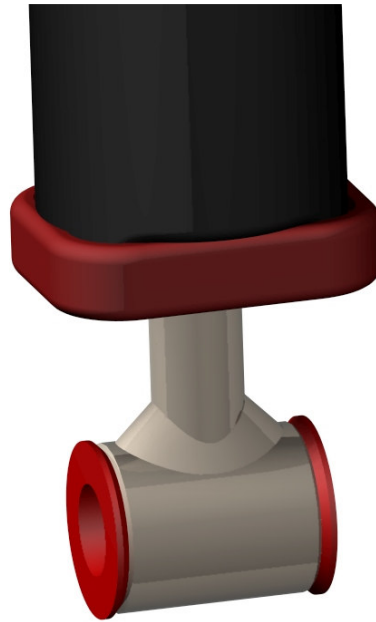
1. Unscrew the nylock nut (M8 / 13):



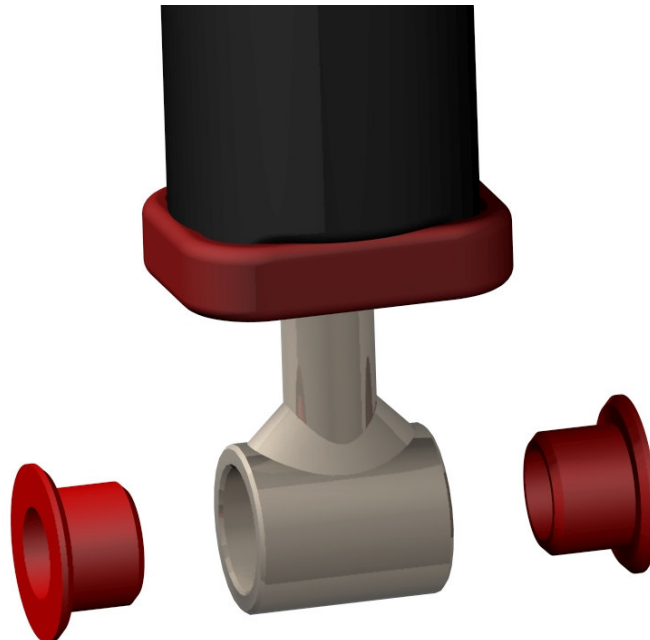
2. Remove the washer:



3. Pull the gear linkage pivot out of the gear-stick:

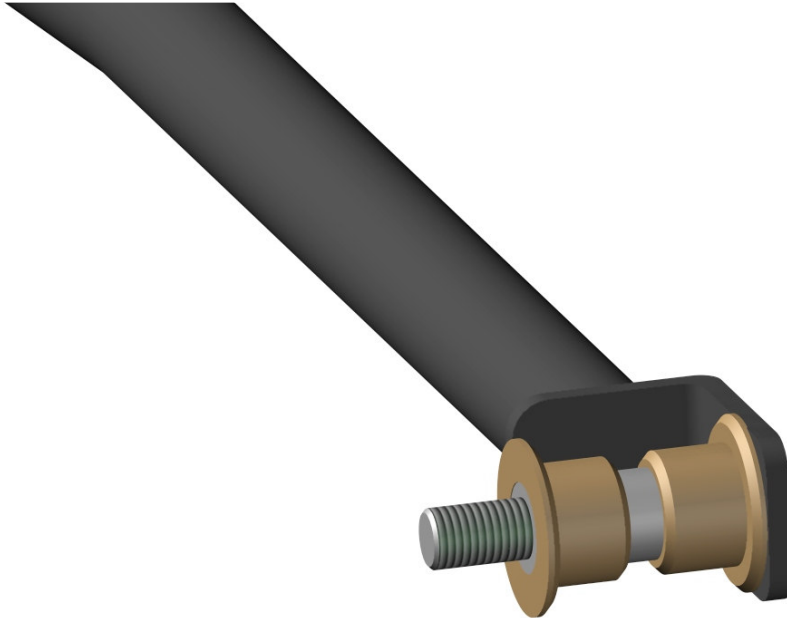


4. Remove the OEM bushes:

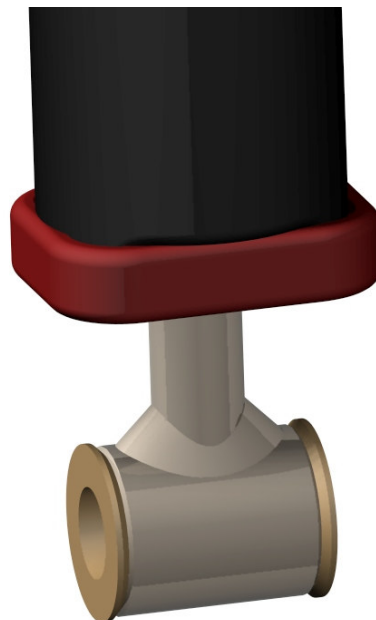


5. Check the brass bushes:

- they should slip onto the gear linkage pivot:



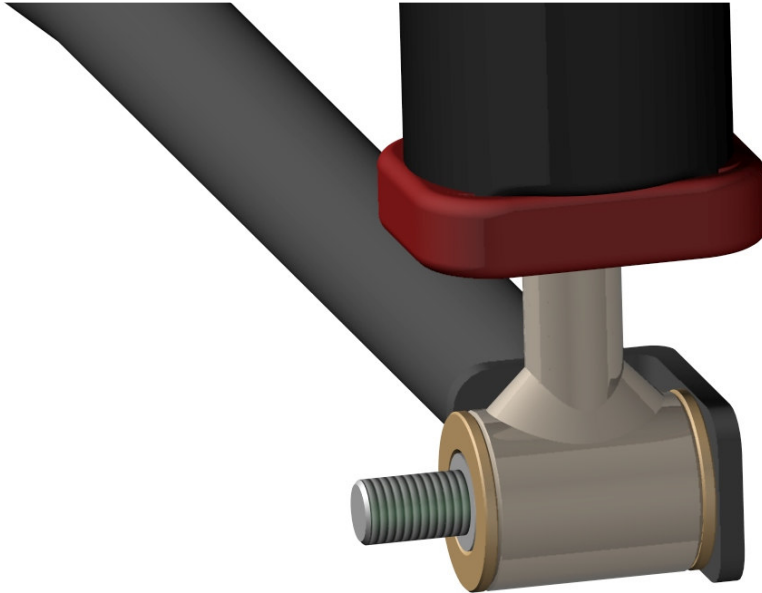
- and they should also slip into the gear-stick:



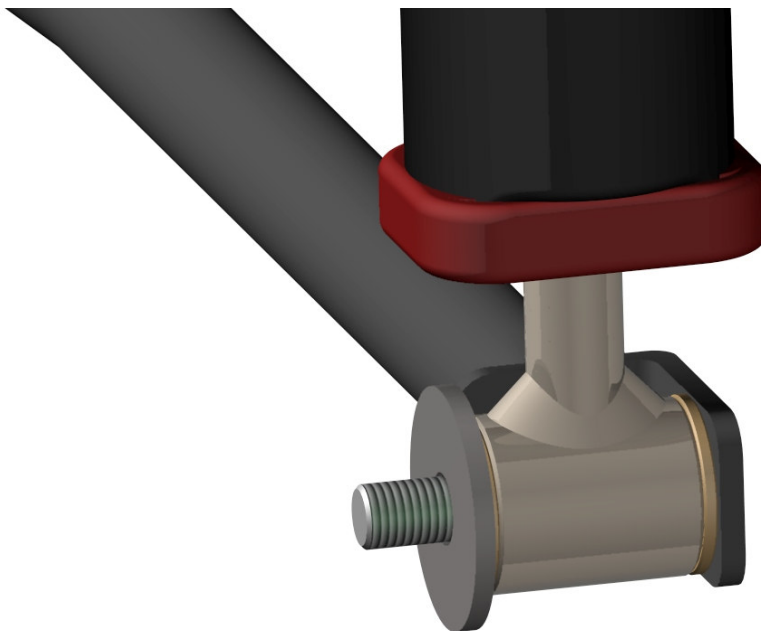
If successful the bushes will fit tightly. Note the gear shift will be a bit stiff during the first 10-20 km.

6. Pre-assembly:

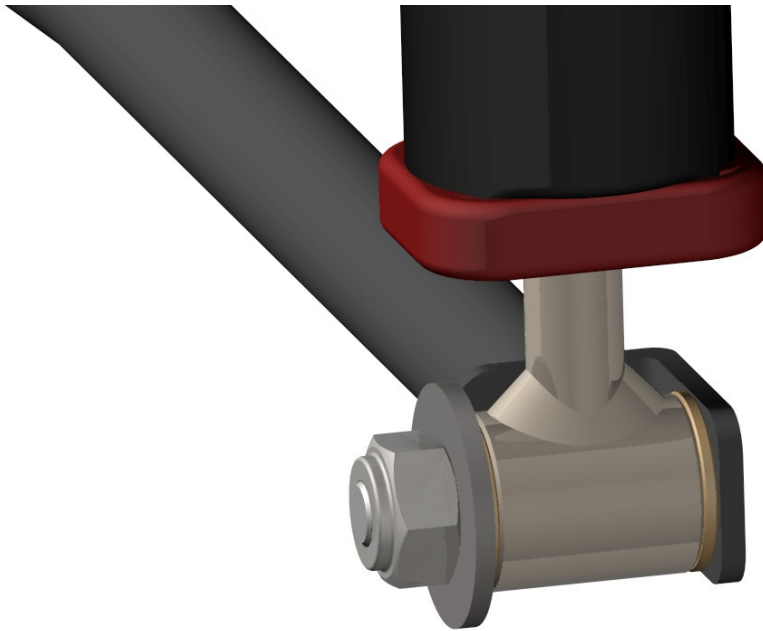
- Fit together the gear-stick – gear linkage connection:



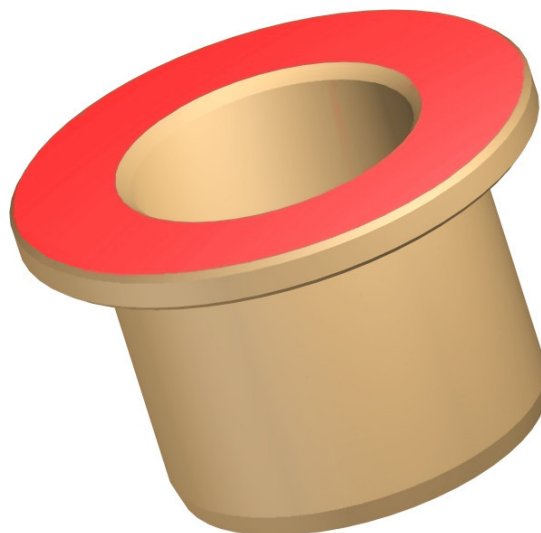
- Replace the washer:



- Tighten up the **used** nylock nut:

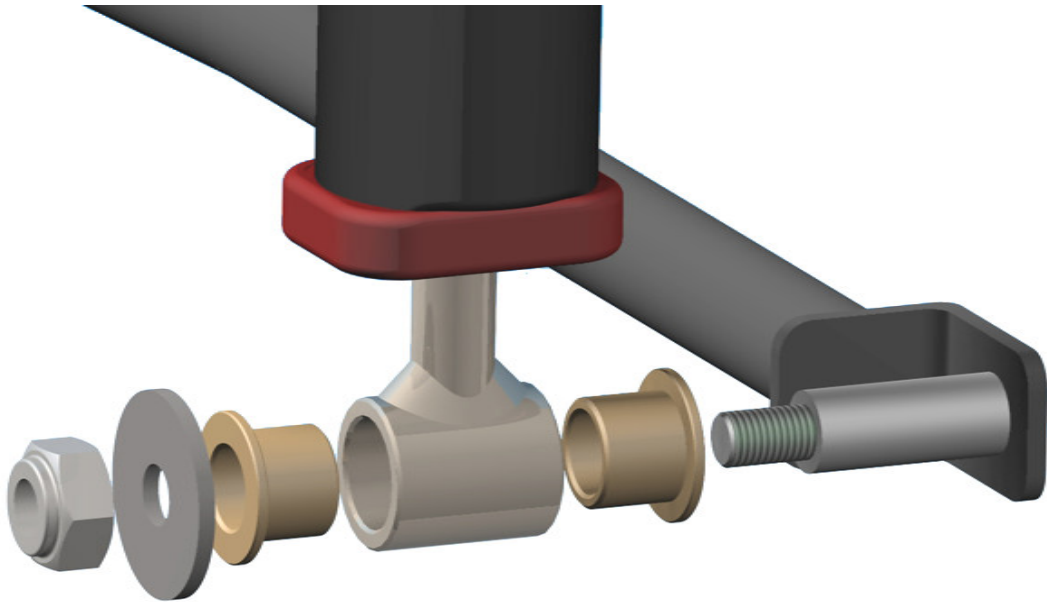


- Check the gear-stick rotates around the gear-linkage pivot easily. If there is any resistance you will have to remove and sand at least one of the bushes on the marked plain surface (red in this diagram):



- Be careful! - Do not sand down more than 0.05 mm in one step. It's perfect when the nylock nut is tightened up and you can select all gears easily.

7. Final assembly: dismantle again and grease the bushes using high quality heat-resistant grease, then re-assemble the gear linkage – gear stick connection:



8. Tighten up using the **new** nylock nut:

