



# Fitting Instruction

Gear Shifter



**Palmer Products**

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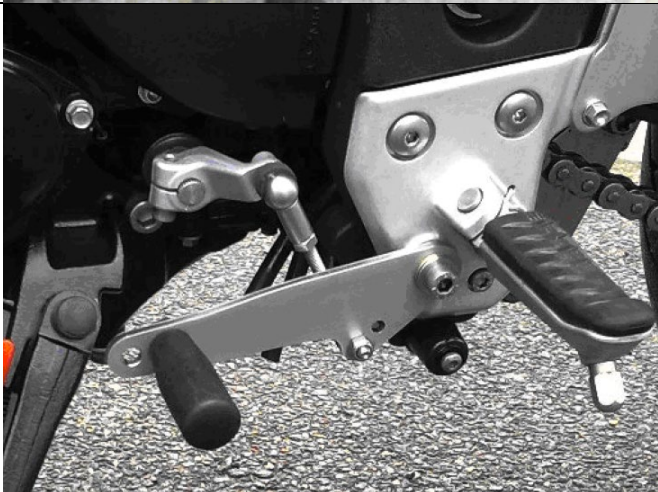




First Step is to remove existing assembly.

Remove the ball-joint retaining clip as shown below followed by the pivot bolt.

With the lever removed, you can now lever off the ball joint from the gear selector pulling upwards will prise off the joint.



Separate the other Joint in the same way then unscrew the Ball-Connector from the Lever.

Refit the Ball-Connector to the new lever (facing inwards) using the Nylock Nut supplied.

Fit the Rod-end back onto the Ball-Connector and refit the retaining clip - apply a small amount of grease onto the joint if it is dry.

Refit the Other Rod-End onto the Gear Selector Arm, ensuring the retaining clip is correctly installed - again, apply a small amount of grease if the joint is dry. The bushing already assembled so insert the m8 screw (with some thread lock applied) into the peg housing - carefully tighten to 10-15Nm.

The Lever should be free to move with minimal play. If the lever feels slightly tight, work the lever up and down for a few moments to help bed-in the bushes and ensure the parts are fully lubricated using a light oil or chain lube. A small amount of Thread-lock will help with security of the Pivot Screw.

**Please note:**

The smoothness of the lever operation depends greatly on the surface finish of all the mating parts. If the lever experiences excessive play, then the bush can be gently reduced in thickness by rubbing on a flat surface, with FINE abrasive paper - only rub down a tiny amount at a time.

**Settings:**

Two peg-hole positions:

The first hole is similar to the standard position and the second is to provide more room for larger feet.

**PLEASE ENSURE THE PEG NUT IS LOCTITED WHEN YOU HAVE CHOSEN YOUR PREFERRED POSITION - IT DOES NOT COME ALREADY LOCTITED.**

**The two Ball-Connector Positions:**

The first hole (closest to the pivot point) gives similar lever travel as standard, whilst the second gives a shorter shift.

The Rod-Ends may also need adjustment to get the Peg-to-Footer Rest relationship exactly how you want it - this is best done with the rod assembly removed from the bike.