



Custom Shift Linkage

Made in The USA
by
DK Custom Products

INSTRUCTIONS

(Please read entire sheet before beginning install)

Parts included:

- 1 Custom Shift Linkage
- 2 Jam Nuts (already installed)
- 2 Heim Joints (already installed)
- 2 Stainless Bolts
- 1 Acorn Nut

Installation Steps:

1. Hold new shift linkage up to existing linkage to see if it is the same length. If it is not, then turn one or both heim joints making it longer. Do not tighten with jam nuts at this time.
2. Remove existing linkage (the front is a bolt and nut, the back is a bolt that is threaded into the shift arm)
3. Using one of the supplied Stainless bolts, put it thru the rear heim joint and thread it into the shift arm. Use medium threadlocker and tighten to 15-20 INCH lbs.
4. Using the remaining supplied stainless bolt, put it thru the front shift arm (with the head of the bolt closest to the engine), then thru the front heim joint and secure with the supplied Acorn nut. Use medium threadlocker and tighten to 15-20 INCH lbs.
5. Tighten the jam nuts up against each heim joint, making sure to keep the linkage design at a

90 degree angle to the primary case. No thread locker is needed on the linkage threads.

6. If at anytime you want to adjust the length of the linkage, loosen the jam nuts first, then remove the bolt and nut from the front heim joint and turn one or both of the ends on the linkage to get the desired length.

General Notes:

- The riders safety depends on the correct installation of this kit. Please do not attempt if you have any doubts of your ability to install.
- Each Custom Linkage has a "Show" side that you want to be facing out.
- Heim joints can be periodically lubricated with silicone or graphite, it is not recommended to use an oil based lubricant, it will attract dirt.
- If you find that your run out of adjustment on the linkage when getting the shift levers to the preferred position in relationship to the floorboard or foot peg- Remove the shift lever splined shaft bolt completely, remove the shift lever from the shaft, and reinstall the lever on the shaft one spline over. Reinstall the bolt, using medium threadlocker.

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