

Springs

The spring with the black heat-shrink should be the first choice. The spring with the green heat-shrink has less spring tension and will act closer to stock behavior. The green spring may be better for use with a kickdown bypass switch.

Installation

Remove the Bowden cable socket retaining pin, if present, by rotating it off and pulling it out of the socket. Pop off the socket, then remove the socket and nut and slide on the cap, pressing firmly over the metal barb. Remove the Bowden cable clip (no longer used) and slide the cable out from bracket. Slide spring over the cable and onto the cable end. (The end with the heat-shrink tubing should face the bracket.) Reinstall the cable, centering the spring around the bracket hole. Pull the cable housing towards the bracket, fully compressing the spring, then while lightly pushing the Bowden cable towards the transmission, adjust the socket (7 & 8 mm wrenches) so that it fits easily onto the ball. Squirt some grease inside the socket if dry and pop socket onto ball.

Adjustment

Adjusting the socket inward (fewer threads) will hold gears longer at part throttle and make first gear 'flicks' easier. The adjustment is very sensitive. (A half or full turn will make a noticeable difference.) Depending on road speed, gears may hold until you let off the throttle slightly, especially fourth.

Notes

- For each first gear takeoff there is a momentary delay as first gear is engaged.
- Kickdowns at part throttle are intuitive and almost imperceptible.