

Pull out the airbox and breather hose. Then removed the cable ends from the selector using two large screwdrivers. They come off the ball ends no drama. Then using a 3/8-drive T-40 torx star bit and short wobble extension, Remove the three bolts holding the selector to the top of the transmission. Remove the selector assembly carefully and cover the opening with a cloth.

Now comes the delicate part. Using a bench grinder, grind off the smaller end of the Rivet-like pin that holds the selector lever to the selector. After the outside ridge is gone, tap out the pin with a dowel and mallet.

Lube up the entire area with synthetic brake caliber lube and put in the stainless pin and thread lock the small bolt holding it in place and it is ready to reinstall. The pin is longer than the slot, so it does not bind, and you also have the very smooth bearing surface.









