



## **VSL037 - GEARCHANGE INTERNAL LINK ASSEMBLY - FITTING INSTRUCTIONS**

It is first necessary to remove the original linkage. With the earlier type, simply take out the split pins in the two end clevis pins and remove the pins and linkage. With the later 'twisted strip' type, it is necessary to file off the clenched ends of the shouldered rivets at the ends of the gear lever and rocker shafts and punch the rivets out of their holes. The new assembly is adjustable for length – thus providing a means of adjusting the gear foot pedal position whilst assembling the gearbox. It is important to be able to adjust the vertical position of the gear pedal, both for comfort with standard footrests or Mk I Clubman rearsets, and to achieve a right angle between the short outer gear lever on the gearbox and the link rod to the gear pedal on Mk II Clubman/Thruxton-type rearsets. To adjust the assembly, slacken the lock nut between the male and female Rose joints and screw them in or out of each other until the desired length is obtained. With the standard gear pedal, or Thruxton/Mk II Clubmans rearsets, screwing the joints together to shorten the length of the assembly results in lowering the footpiece of the gear pedal and screwing them apart raises it. With the reverse gear pedal on Mk I Clubmans, the opposite is the case. If lengthening the assembly, always ensure that there are at least five turns of thread engagement between the two joints. When the desired length has been achieved, hold the axes of the bearing ends of the Rose joints at right angles and tighten the lock nut securely. (The standard length between the centres of the two Rose joint bearing bores, is 2 5/8 inches [66.7mm]).

N.B. If this position is not achieved grind or file material from the shank of the upper joint at the point of contact.

The 6mm nuts should be Loctited, or the bolt ends centre-punched to prevent loosening.

The assembly can then be fitted to the rocker shaft and gearchange shaft with the bolts and nyloc nuts supplied and the nuts tightened, as shown in the picture. Ensure that the plain washers supplied are fitted between the bolt heads and joints at both end of the link. The upper joint is fitted in front of the rocker shaft arm and the lower one on the cover side of the gearchange shaft arm. A good tip for achieving the best possible 'feel' to the gearchange is to fit and tighten the gear foot pedal before fitting the gearbox end cover to the housing when reassembling the gearbox. By gently holding the gear lever shaft and foot pedal together whilst tightening the pinch bolt on the pedal, axial play at the foot pedal pivot can be virtually eliminated. If the foot pedal is not fitted until after the end cover is assembled onto the main housing, the gear lever shaft will move inwards as the pedal is fitted until it contacts the cast peg in the main gearbox housing, which leaves excess axial float in the shaft.

