



This is the view with the cover off and the kick start spring removed.

If you are going to take the carrier plate off, eg to get to the kickstart pawl, put the bike in top gear at this point. This will help with removing the mainshaft nut at a later point.

To go further, the pivot pins for the rocker shaft have to be removed (marked with arrows). These are a press fit from the outside of the case and are held in place by an o ring.

To get them out the manuals suggest a special tool (ST 25153-4) but if you use the screw from the "5 speed) cover it will thread in the end of the pivot pin and allow them to be pulled out with gentle use of pliers on the head of the screw.



You will also need to remove this pin and nylock washer to release the gear lever shaft/rocker shaft link rod (the twisted metal link rod in the picture)

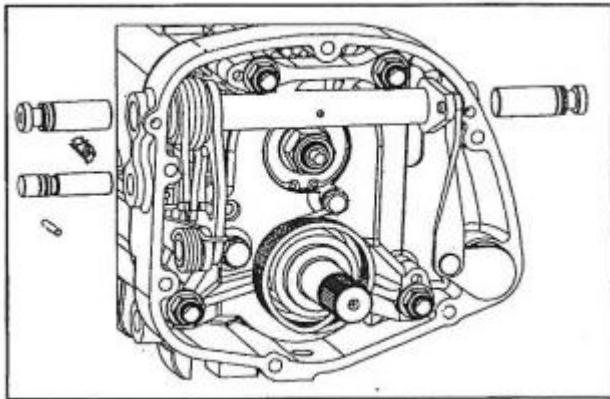


The stop pin also has to be removed. (White arrow).

This is locked in place by an easily overlooked dowel. This should slide out easily with your fingers as seen in the picture.

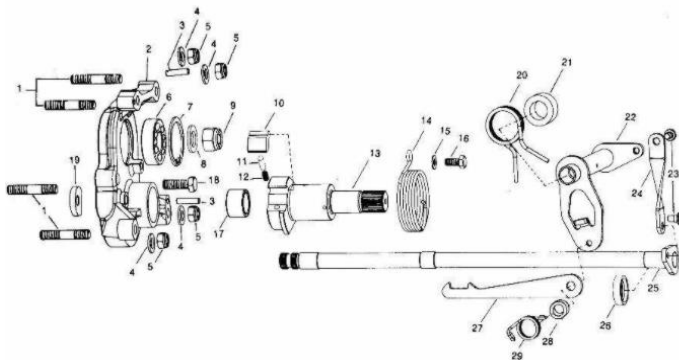
To then remove the stop pin you will need to use a suitable drift drive it out of the case. In this gearbox, the 11.5mm stop pin was fitted and the stop pin was drifted out from the outside of the case.

Again, this is sealed with an o ring.



This diagram should make it clear as to the removal of the pivot pins and the stop pin and its associated locking dowel.

Note the difference in the stop pin on this diagram to the one in the pictures. The two are interchangeable. One is listed as a 10mm stop pin, one as the 11.5mm stop pin (as in the photos)



The rocker shaft and gear change assembly can now be removed as a unit by pressing down on the striker lever (27 in exploded diagram) in order to disengage it and sliding the whole unit out. The springs will remain integral with the unit but take care that the striker lever spring does not become detached.

This then exposes the carrier plate for removal.

Removing 5 speed Gear change pivot