



SPARES for ROYAL ENFIELD & AMAL

EMAIL: info@hitchcocksmotorcycles.com

WEB: www.hitchcocksmotorcycles.com

**HITCHCOCK'S MOTORCYCLES LTD
ROSEMARY COURT
OLDWICH LANE WEST
CHADWICK END
SOLIHULL
B93 0EY ENGLAND**

TELEPHONE: 01564 783 192

FAX: 01564 783 313

5 SPEED RIGHT SHIFT CONVERSION 90140

To complete this conversion it is necessary to remove the gearbox from the engine. This can be done without removing the engine but it is more convenient to remove the engine and gearbox from the bike and then take the gearbox off the engine.

A Workshop Manual is also required for instructions on how to remove, disassemble and re-assemble the gearbox selector mechanism.

With the gearbox on the bench

- Take off the gearchange and kickstart levers.
- Remove the gearbox outer cover and the long gearchange cross-shaft.
- On some early gearboxes this gear change cross-shaft is riveted to the gear change linkage and if so, this rivet will need to be ground off to fully dismantle the gear change linkage
- Use the brass blanking plugs to blank off the holes where the gearchange cross shaft has been removed. These are in the back of the gearbox inner case and the inner and outer primary covers.
- Follow the instructions in the Workshop Manual to change the camplate.

Note: Changing to the new camplate will retain the original one-up, four-down gearchange pattern.

Changing the camplate removes the facility for the neutral gear indicator light.

The kit includes new O rings for the Pivot Pins which are removed when changing the camplate.

- Insert the new short gearchange shaft and attach to the selector linkage with the 5mm nut and bolt provided.
- Replace the gearbox outer cover ensuring the new oil seal is seated firmly in the new outer cover.
- Re-assemble the gearbox and engine back into the bike.
- Remove the right foot rear brake pedal assembly and replace with the new items