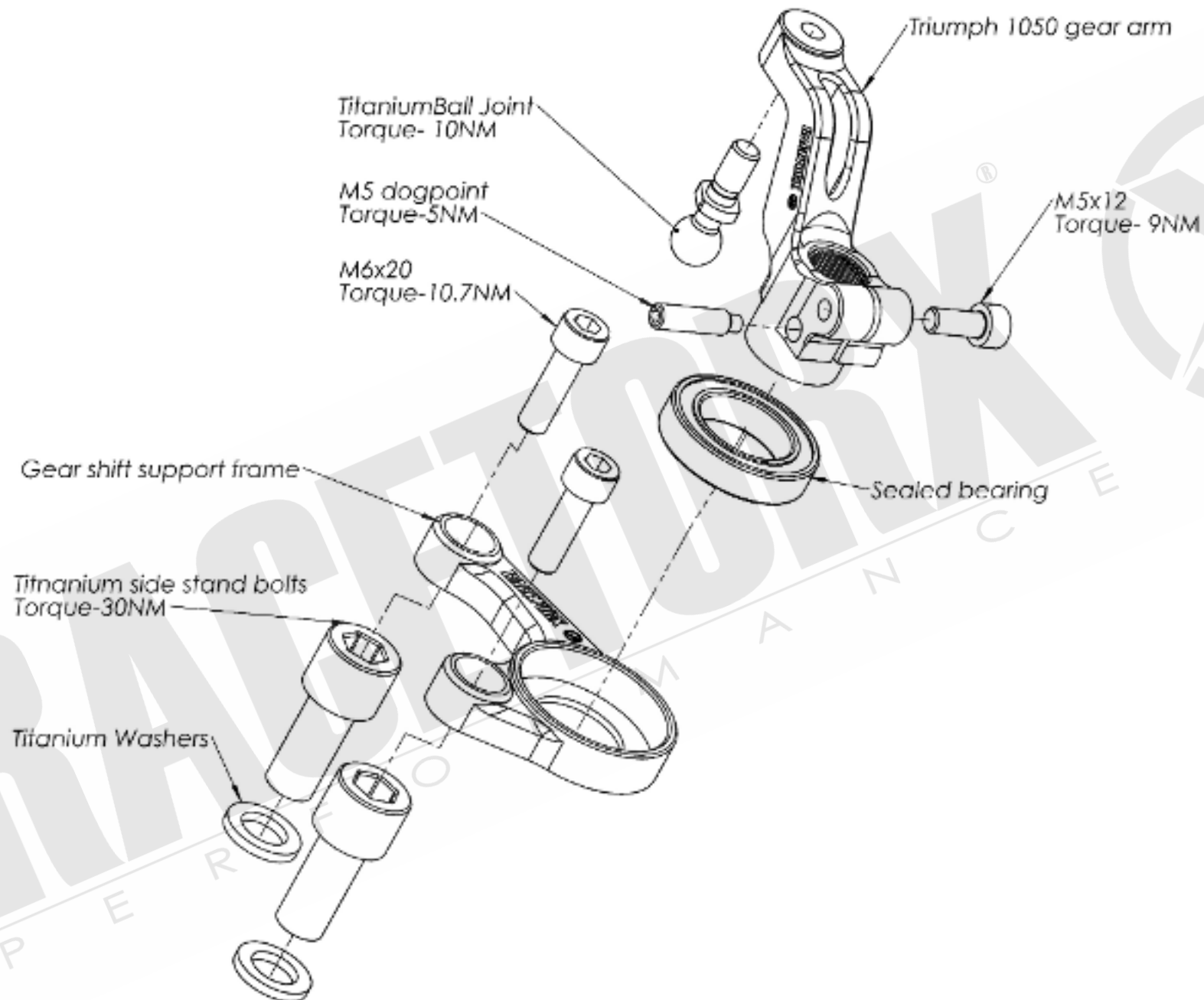


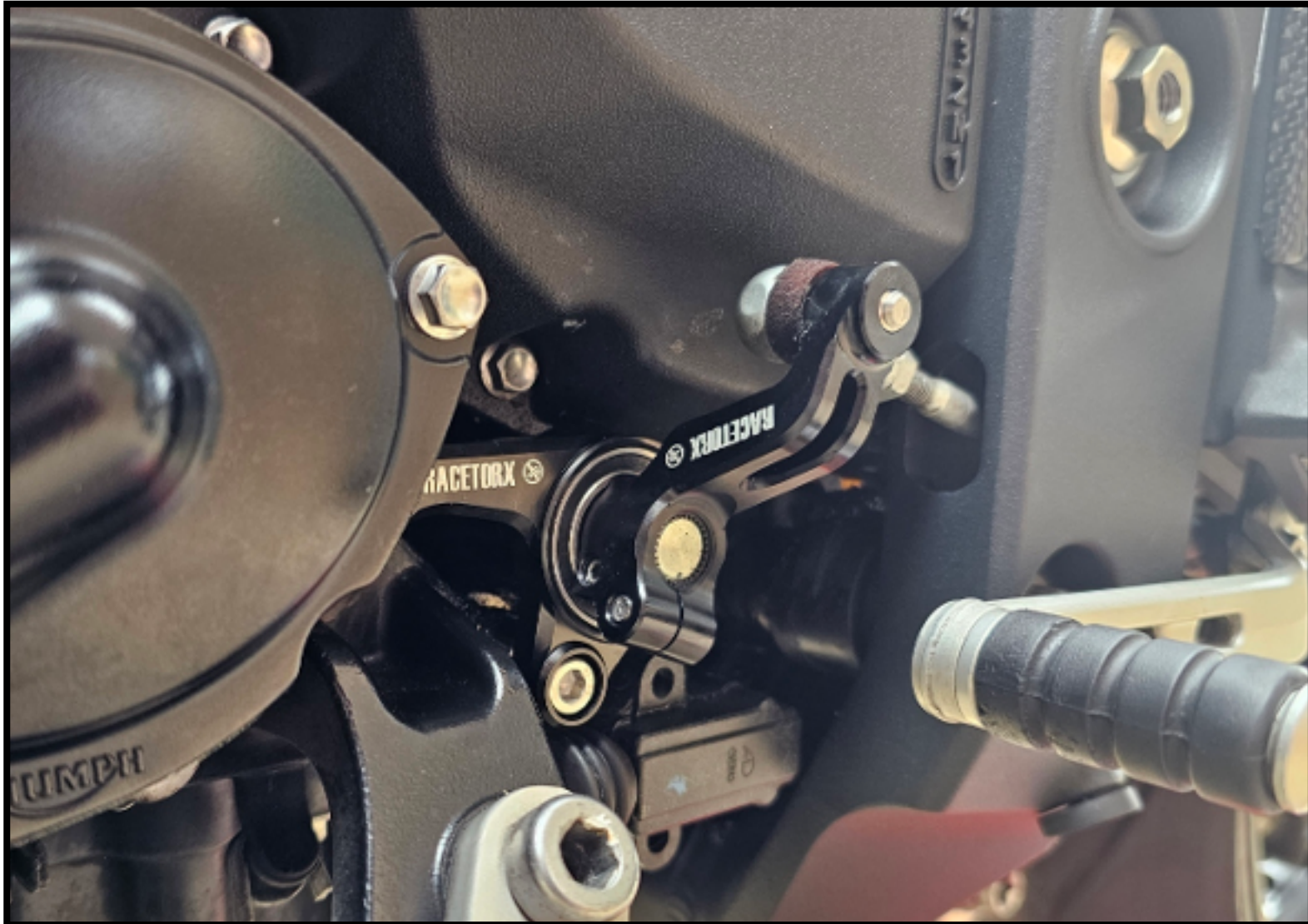
Installation manual

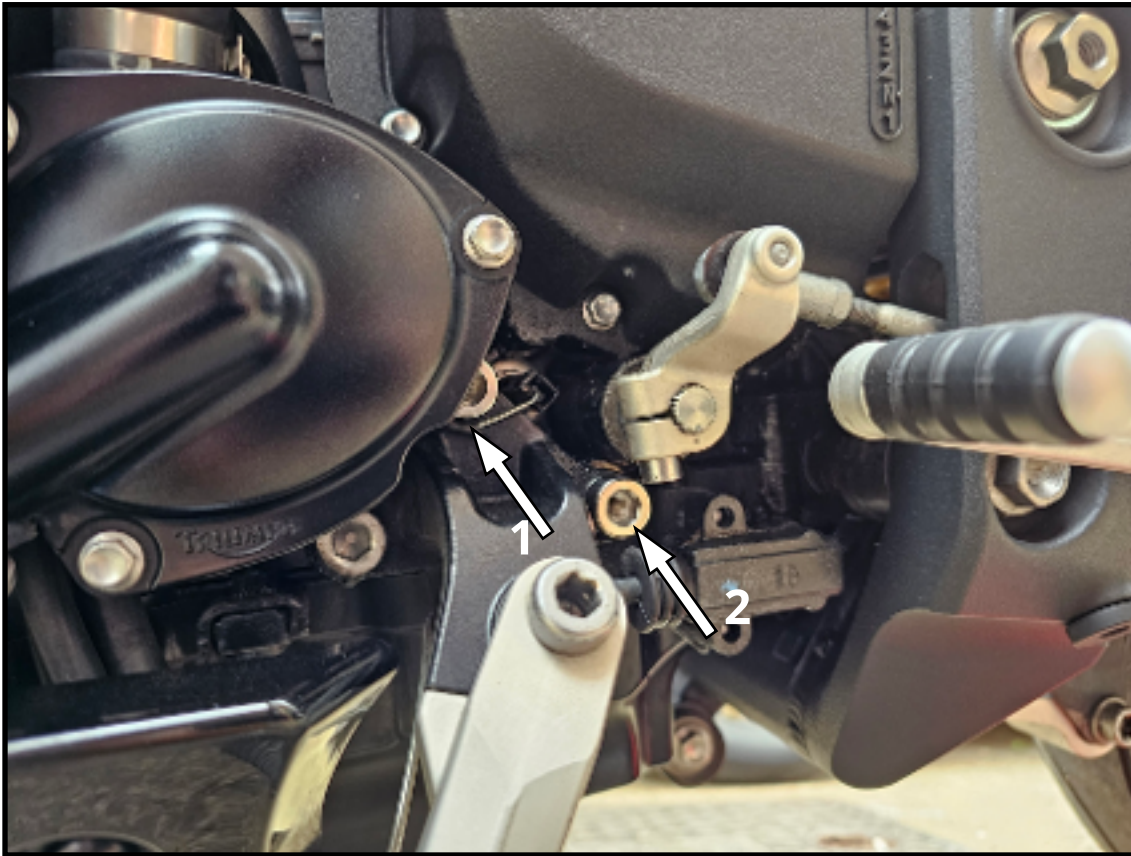


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Triumph 1050
Gear shift support







1. To begin, remove/replace bolts 1 & 2 with supplied titanium M10 bolts with washers.

Support the motorcycle upright by suitable means (ie paddock stand)

"Warning" The top M10 bolt is tricky to remove/replace due to the waterpump cover lip so a ball end allen key would be the best option here.

Torque settings for M10 bolts- 30NM



2. Remove retaining pin from the Quick shifter & keep safe.

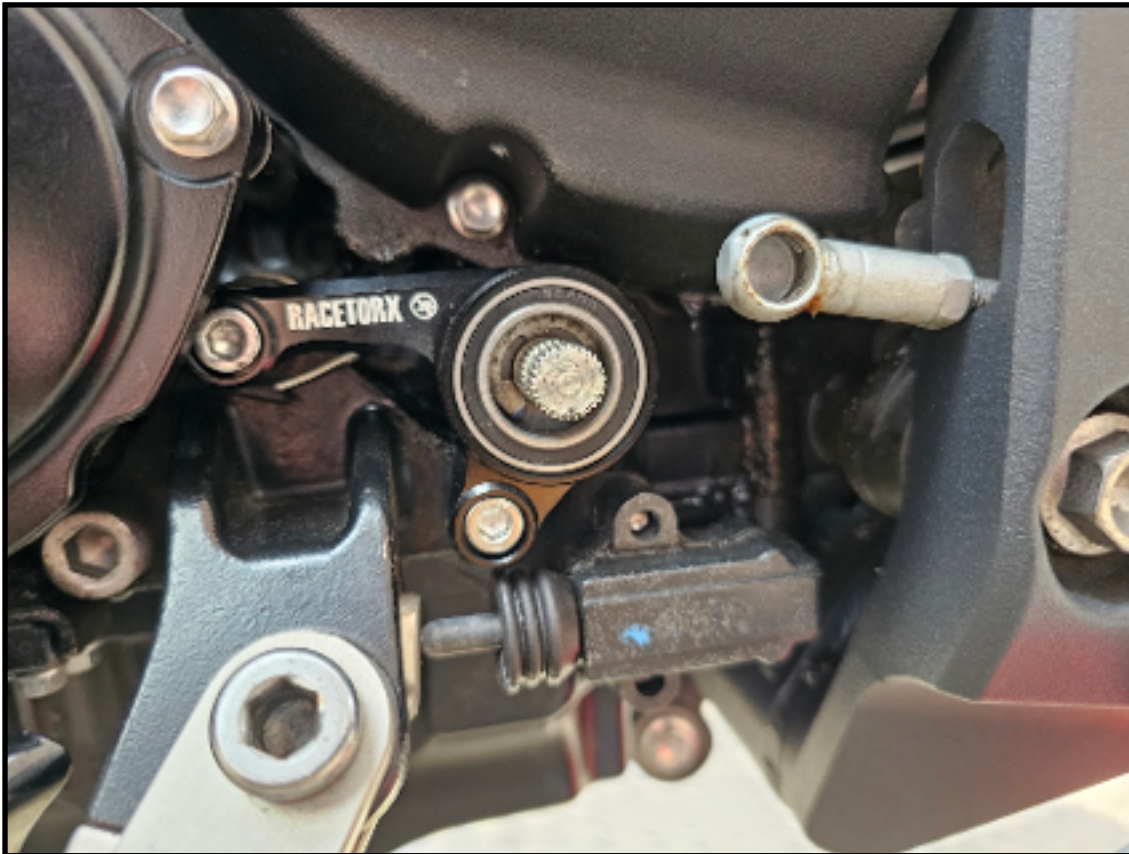
3. with light force, push the quick shifter towards the sprocket cover to pop it off the ball joint.

4. Remove the M5 bolt from the gear arm

5. check orientation of gear arm before removal to place new gear arm in the exact orientation on the spline.

6. Remove gear arm.

(Ignore step 2 & 3 if your setup uses a rose joint)



7. loosely mount the gear shift support frame with supplied M6x20 bolts

05-15 the bearing is pressed into the frame

16-21 the bearing is pressed onto the gear arm



8. Mount titanium ball joint & torque to 10NM

9. Remove the fabric spacer from the OEM gear arm and press onto the Racetorx gear arm.

(Ignore this step if your setup uses a rose joint)



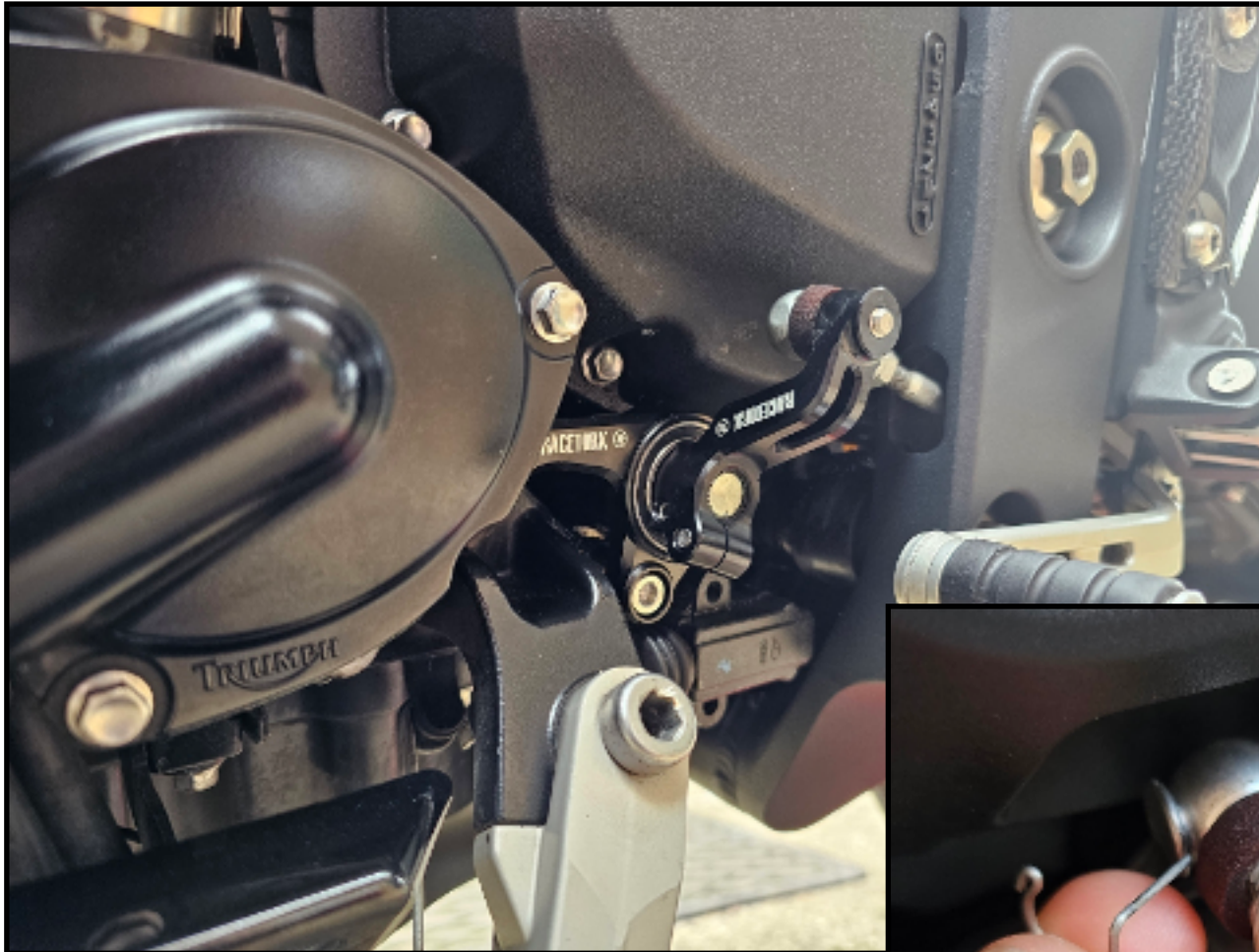
9. Slide the Racetorx gear arm onto the spline and through the bearing gently & in the correct orientation as per OEM .

The M5x12 bolt can stay in the gear arm, the dogpoint grub screw must be removed and re-fitted after.

Torque settings-

Dog point - 5NM

Pinch bolt - 9NM



10. Pull the quick shifter head onto the Titanium ball joint and refit the retainer clip.

(Ignore this step if your setup uses a rose joint)





After installation of the gear shift support.

1. Check all bolts have been torqued up correctly
2. Actuate the gear foot pedal by hand to ensure gear shaft movement is smooth without any binding or sticking.