

- b. OVER SHIFT - Ratchet the shift lever from 2nd gear into 3rd gear, and HOLD the lever all the way in the "up" shift position. Observe that the plunger goes into the 3rd gear notch and tries to "come out" of the notch. The plunger MUST try to come out of the notch .25mm to .38mm (.010 to .015). Repeat this procedure in the "down" shift position (going from 4th gear to 3rd gear). The plunger must try to come out of the notch .25mm to .38mm (.010 to .015) while the gear shift lever is being held all the way in the "down" shift position. (Ref: 82-WM-480, Pages 49 and 50, and I11. #1 and #2). If the mechanism has "too much" clearance, it is then necessary to replace the change key or "grind off" the engaging "faces" of the change key. (Ref: Instructions in 82-WM-480, Page 50 and I11. #4).
- c. UNDER SHIFT - If the plunger does not go completely into the 3rd gear notch or try to "come out" of the 3rd gear notch, while holding in the "up" or the "down" shift mode, the shifter stops must be "ground" or filed back (Ref: I11. #1 and #2).
4. If a motorcycle has a failed transmission, you MUST check all three reasons to locate the problem. Any of the three conditions CAN BE DETECTED prior to the actual failure by test riding the motorcycle.

If the motorcycle "JUMPS" or "JERKS" while accelerating hard and shifting rapidly, it is then NECESSARY to check the three reasons "why". If you do not, the results are always the same, a broken transmission. These three items can be a result of customer's abuse, neglect of normal maintenance, wear, or bad adjustment.

I11. #1 (UP SHIFT)



