

DHS Racing Shift Linkage P/N DHS-11252

I would imagine your question has to do with the way I attached the adjustable DHS Racing Link to the Shift Lever and the Transmission Shift Bell Crank. While I liked the concept of what DHS had come up with, I didn't feel entirely comfortable with the way they recommended that the adjustable Link was to be attached. (See their Instructions available from their Web Site) Note: Step #4 is important so don't skip marking the position of the Transmission Input Shaft relative to the Transmission Bell Crank.

To start where my method differs from theirs: I followed the measurement directions as far as shortening the stroke of the Shift Lever. See step #6 of their instructions. However I drilled the hole specifically so that I could Tap it to receive their Threaded Stud that is the part of the Heim Joint that attaches to the Transmission Bell Crank. To the best of my recollection the threads on the Stud are 1/4 X 20 but please check this before drilling and tapping the hole. Their instructions will have you drill the hole larger than needed to Tap the Hole and once you drill it to their size there is no going back. Also, as mentioned in their instructions it is extremely critical to be sure that the hole you drill is perfectly centered on the Bell Crank Arm. There isn't much room for error here. But the result in the shift action is definitely worth it. In my opinion anyway.

Next, the hole that remains in the Shifter Arm when you remove the original Link is slightly larger than the Stud that is a part of the Heim Joint. DHS relies on the clamping force of the Nut to hold the Adjustable link in position. I didn't care for this at all. Not on a bike that has a reputation for 200,000 – 300,000 trouble free miles. I'd like any modifications I do to match that sort of reliability. So, what I did was to visit my local Hardware Store (a very well stocked Hardware Store I might add). What I wanted was a metal Sleeve (or a bit of tubing) where the internal diameter of the Sleeve was an exact match for the outside diameter of the Stud; and at the same time was as thin as possible. I found this in their Nuts and Bolts section. While I was there I picked up two self-locking Nuts (Nyloc). When I got home I drilled the hole in the Shifter Arm to exactly match the outside diameter of the Sleeve and I cut the Sleeve length to match the thickness of the Shifter Arm. I then placed the Sleeve on the Stud and then installed this into the Shifter Arm.

Doing all this ensured that there was absolutely no play in the linkage at all, before I installed the Nuts. I also used Red Lock-Tight on all threads as well as between the Sleeve and the Shifter Arm and between the Sleeve and the Stud. Once I put this together I knew I was never going to take it apart.

I do hope this helps you out. Finding the Sleeve consumed the greatest amount of my time. All told it was an afternoon project. It also helps that I have all the tools that I needed to do this.

Cheers,

Paul

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