

FITTING A KLIKTRONIC GEAR CHANGER TO MY YAMAHA XVS 650

By Anthony Carter

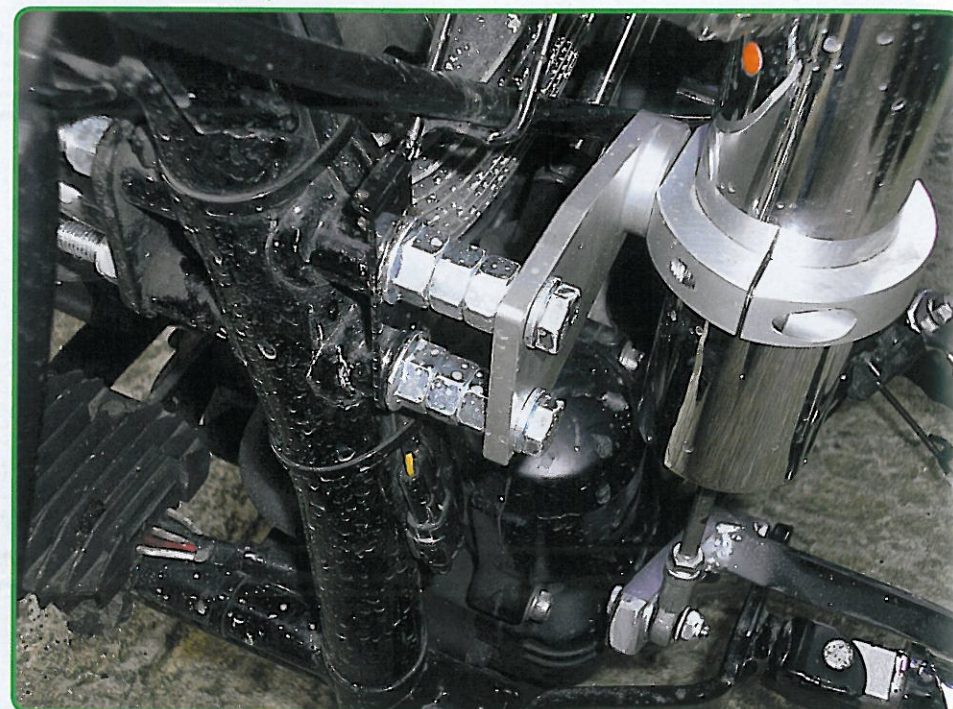
It was with huge joy that I received my Kliktronic gear changer as it meant I was going to be able to stay on the road for quite some time to come. Changing gear was becoming a big problem with painful movements needed to my ankle to ride properly.

I didn't want to just write "I did this and that and something else" I wanted to give a step by step guide for anyone else who wanted to fit the unit to a bike like mine so here it is.

Things needed: 1 x 10mm steel bar about 30cm long and about the same width as the gear pedal, 2 x M8 x 120mm high tensile bolts with nylock nuts and washers. (I used 6 imperial nuts [3/8" AF?] to act as spacers, they were a snug-fit sliding over the M8 bolts. I will at some point change them for "long nuts") and 1 x second hand gear pedal (optional).

Having taken a long time to work out where to mount the unit I decided to mount it on the front left frame down tube where the engine mount is.

Going with the idea that two brains are better than one I went to see my friend Steve who owns a local car repair unit and went through the job with him. (He is the one with hair!) We came up with the idea of getting a second hand gear pedal so that if things didn't work out right I still had my original pedal to fall back on. So here we go.....



should space the bracket out about 3cm from the frame. Then mount the Kliktronic unit into the bracket.

Offer up the 10mm steel bar to the gear pedal and line it up to the pushrod of the Kliktronic unit to get the right angle then tack-weld it to the inside of the gear pedal to start with.

You can adjust the angle of the gear

drill while on the bike as you may drill through the starter motor.)

Remove the left front footrest bracket, as it is easier to get to the circlip that holds the gear lever on. Remove the circlip and then undo the lock nut on gear linkage pushrod. Rotate the gear pedal to unwind from the rod (NB it is a left hand thread). This will have to be done first before you weld the bar if you are using another gear lever.

Drill a hole where you think the right place is. (I ended up drilling about three times before I got it right) Then weld the bar properly to the gear pedal before refitting it.



First disconnect the battery (if you Mig weld with the battery still connected it may damage the electrical system of the bike).

Undo and remove the two bolts that hold the engine mount then drill the Kliktronic mounting bracket (I used the clutch cable guide as a template for the spacing of the holes in the Kliktronic mounting bracket).

Fit the bracket with the new 120mm bolts and spacers and tighten. They

pedal using the gear linkage pushrod. Check you have spaced the Kliktronic unit out far enough.

Now it is a case of finding the right place for the Kliktronic unit pushrod to bolt to the 10mm bar giving the right amount of movement needed to work the gears. This can take some time to sort out so be patient. Once you have the position marked on the 10mm bar it is time to remove the gear lever so you can drill through. (Don't be tempted to

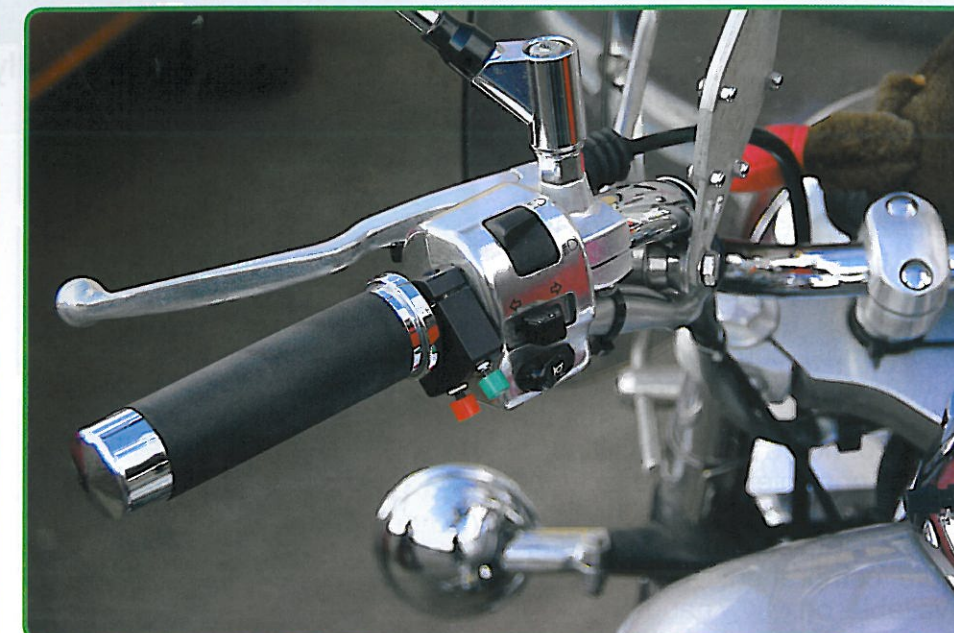


Now it is time to mount the Kliktronic push buttons to the left handlebar. Just loosen the bolts that hold the mirror and indicator switches and slide up the bars a little. Mount the buttons in the



space between them and the handgrip. I did find that when using the indicator switch I was in danger of hitting one of the gear changer buttons. I solved this by moving the gear changer buttons round the handlebar a bit more, which in fact I found much better as my thumb is more under the grip of course than level with the indicator switch making it easier to change gear as the thumb didn't have to move so far.

Disconnect the petrol pipe from the tap. Remove the 2 bolts that hold the petrol



tank and lift it, then route the Kliktronic wiring underneath the tank.

I mounted the control box inside the side-pocket on the left of the bike and drilled a hole large enough in the top of the plastic box that holds the tool kit to pass the wires through then cable-tied everything in place. I had to extend the red "Ignition Live" cable a little but that was all. Then connect everything up.

Then it was just a matter of fine-tuning to get it to work correctly. I have found that changing gear up is easily done without the clutch it works well and I use the clutch for going down the box.

Neutral is not too hard to find if you use the clutch to go from 1st to second it usually goes into neutral first.

I hope this article is of help to someone. It's a massive thank you to N.A.B.D. for the grant, which enabled me to have the Kliktronic gear changer. Without their help I would just about be off the road for good now.

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