

Install instructions from BigPapaM109 for the Factory Pro Shift Kit for 2006-2008 Suzuki M109.

You can go to the thread and see if there are any updates.

<http://www.m109riders.com/forum/index.php/topic,26314.msg369973.html#msg369973>

As of now, I have spoken with Factory Pro and the kit will not come with a gasket. I reused mine which was fine when I pulled it off. If you have any problems and find your gasket ripped, you will more then likely have to call the dealer which will take about 5 days to get one in. The part # should be 11485-48GOO

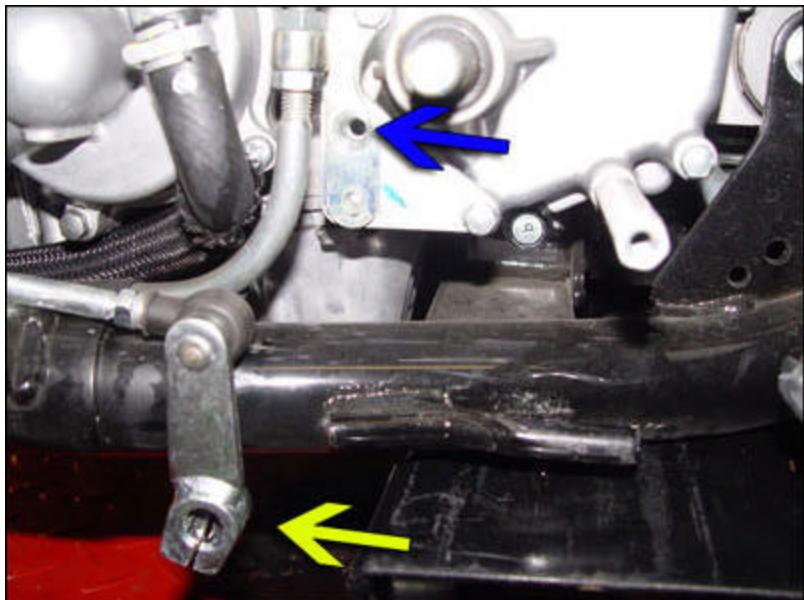
Drain your oil first!!



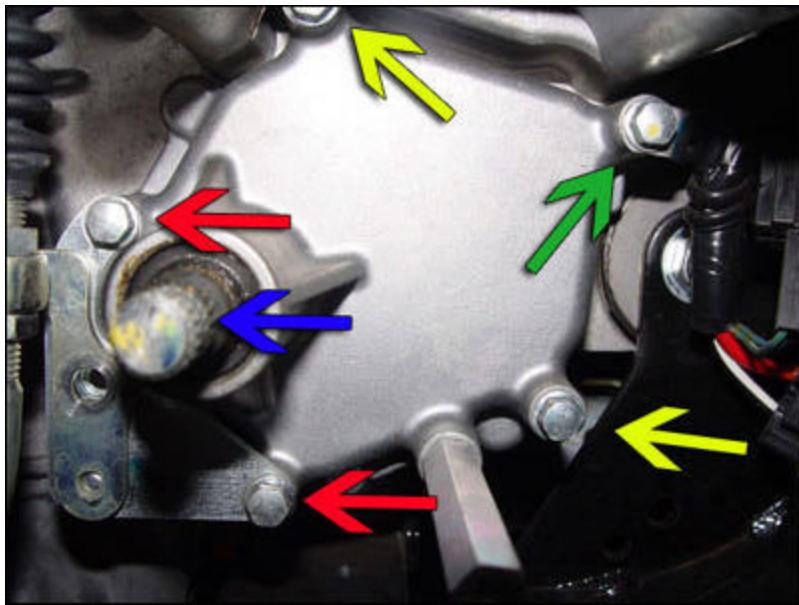
This is the only chrome cover that you will need to remove. There are 5 bolts that need to be removed



You need to remove this 10mm bolt and then gently separate with a screw driver. You just need to rock this back and forth and push in the center and it will easily come off. Remember, if you pry this apart, you may need to use a big plier and gently squeeze back together when you reinstall it later on so the bolt can go through.



After this comes off the shaft, just set it down and out of the way. You will notice that the shift lever is loose so you can put this where you want to be out of your way. The blue arrow points to another 10mm bolt. We first took that bolt out but realized shortly after that it can stay in as that whole bracket comes loose when you remove the 5 bolts to the cover.



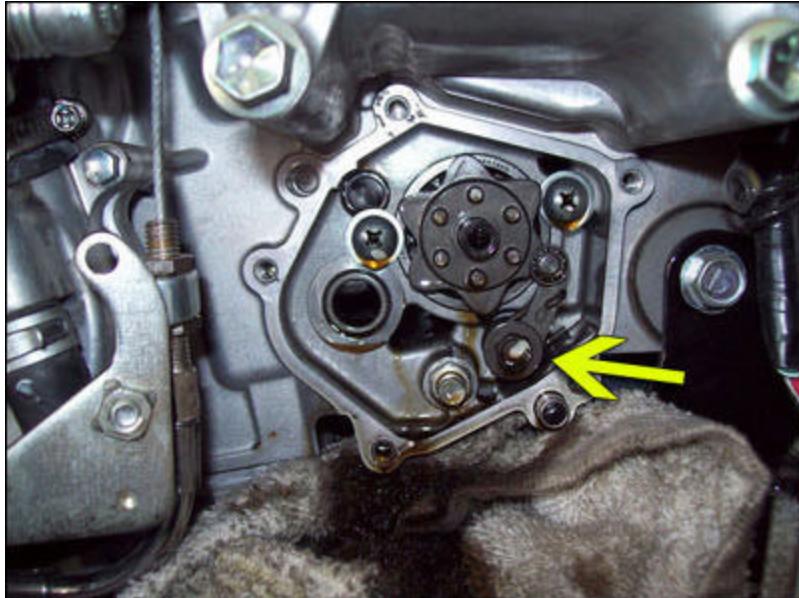
Don't freak out by all the colored arrows but I felt the need to point a few things out to make life easier. These all use an 8mm socket.

**2 yellow arrows**, just normally take those bolts out.

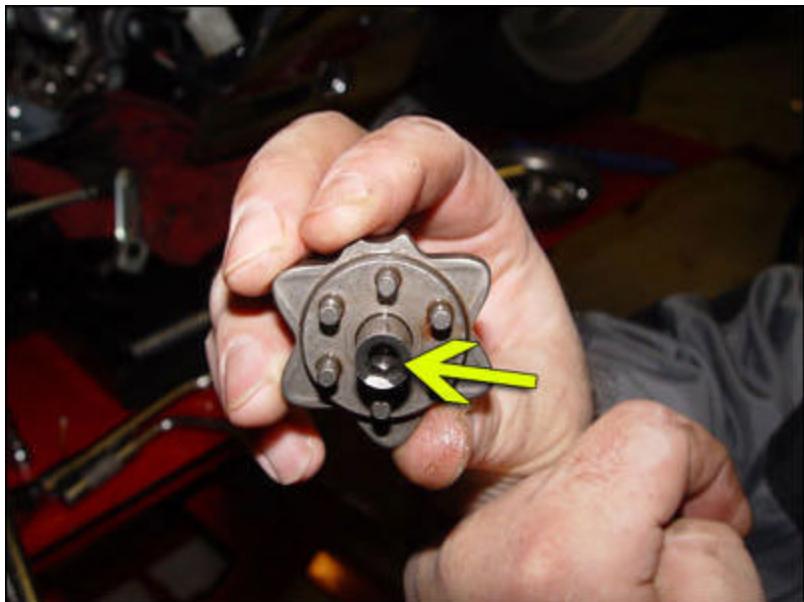
**1 green arrow**, has a cable with a connector that the bolt goes through. Remember to put that back on when you reinstall cover.

**2 red arrows**, remove both bolts and take the whole bracket and slide it out of the way towards the left.

**1 blue arrow**, this is the shaft that will come out and stays attached to the cover.



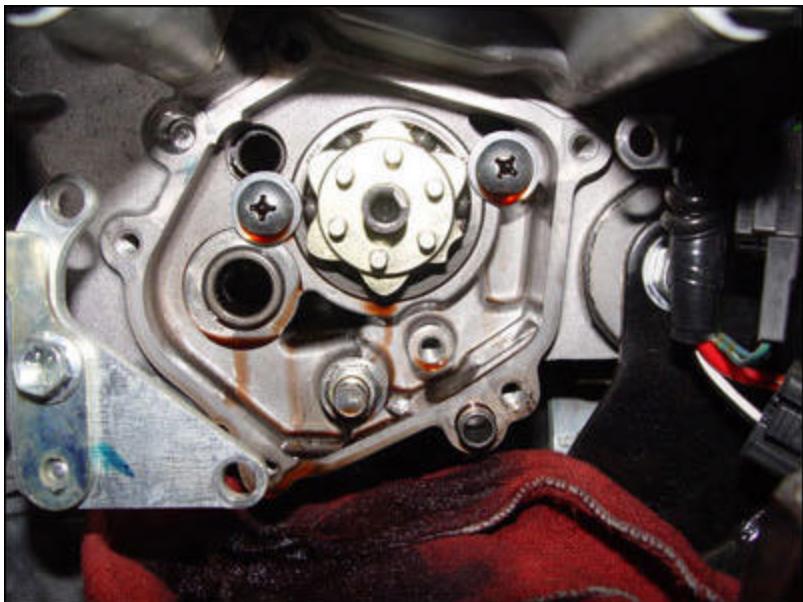
Use a 10mm socket and remove the screw. The spring and the arm will slide right off. Be careful as there is a washer on the bottom of the arm where the bolt goes through.



At this point, use a 5mm hex bit socket or an allen wrench and unscrew the bolt in the center of the star. Eventually the star will just come off with the bolt still in it.



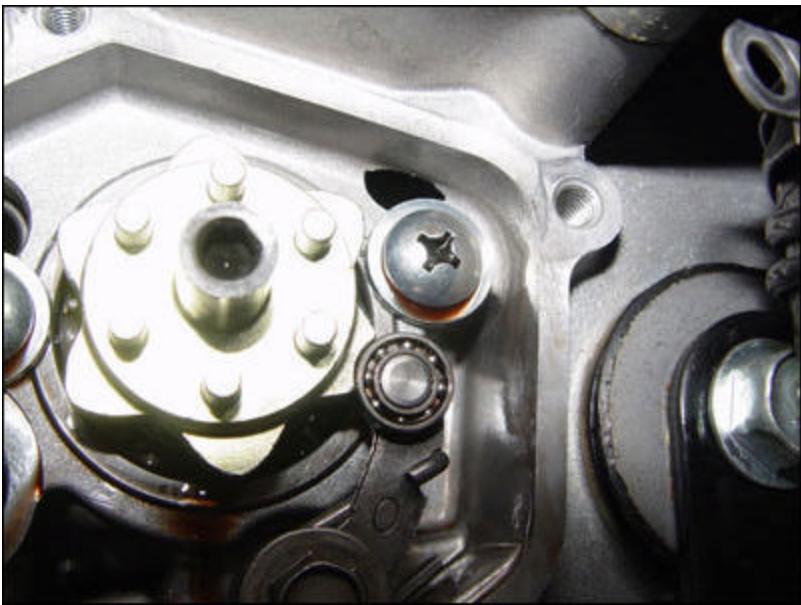
You will need to gently tap this bolt out of the star and put it in the new star.



Put the star back on. There is a hole on the back of the star. Make sure you put that on so that it sets in on the pin. Also, make sure to use lock tight and also torque the bolt to 13nm or 9 ft/lb.



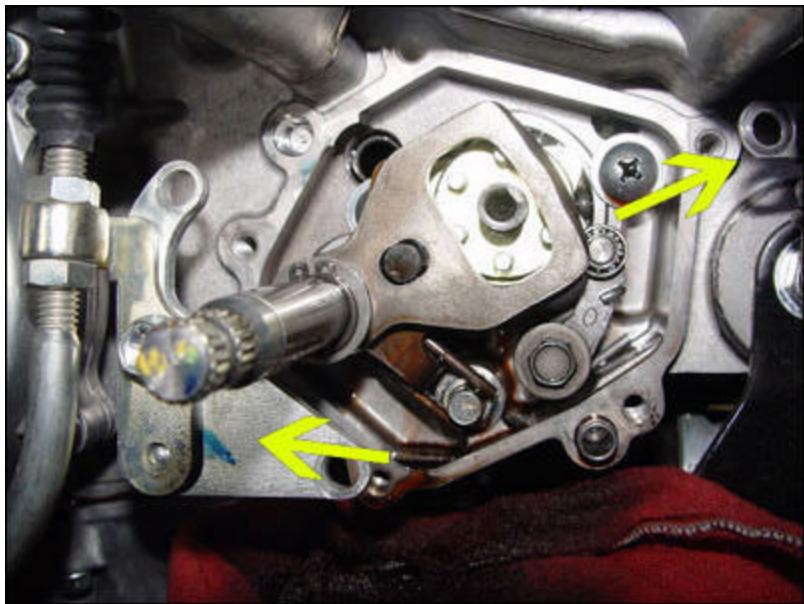
First, put lock tight on the bolt. I assembled the spring to the arm as you can see in the picture. Then place it in and you will have to move it around but you can easily just put slight pressure and it lines right up and put the bolt in.



Ensure arm is past shoulder on the star. It must be flat. You can use a screwdriver to pry the arm and spring and tighten the bolt until it is flat. Torque the bolt to 10 Nm or 7 ft/lb.



The cover is now ready to go on. I found the easiest way is to just remove the shaft and put that in first as you can see in the next picture. Now, when you remove the shaft from the cover, be VERY careful as there is a washer on the inside where the shaft goes through the cover. Don't lose it and you have to look for it as it can be covered in oil.



When you put the cover on, remember to bolt the bracket and the wire connector back in place. The manual did not give torque specs that we could find so we put the cover back on, tightened very snug but not over doing it.