

INSTALLATION AND MAINTENANCE OPERATIONS FOR LIZTOR RACING SELECTOR

Thank you for using a Liztor racing selector!

Here are some recommendations for installation and maintenance:

Installation:

- Gear cable installation and gear cable adjustment:
Install the 2 gear cables, exactly as the origin selector. Please pay attention to put a good tension in the cables (low tension leads to unprecise gear shift, high tension also).

Once the cable installed, try to shift gears (with selector not yet installed on the engine), every gear should shift perfectly.

The 1st gear and neutral should be a little bit harder, due to external plate springs.

Put some grease on the gear wheel to facilitate gear shift.



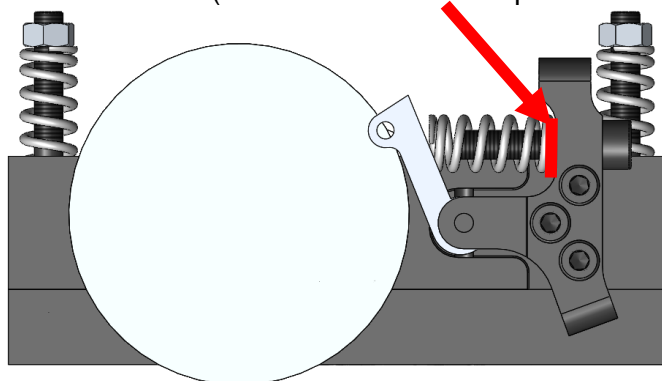
- Mounting on the engine:
Once the selector well adjusted, put the Liztor selector on the 4th gear, and install it on the engine like an origin selector.
You mustn't use washer, and you have to use only 2 M7 nuts (in blue on following picture).

Before tighten (or untighten when dismount) the 2 M7 nuts, you have to put the 2nd gear (the piston should be inside the selector), otherwise you cannot insert the tool. In order to put 2nd gear, you may have to rotate the wheel.



Setting :

- **Spring pre-load:**
It is possible to adjust the spring stiffness in order to have a stronger gear shift (or a sweeter if you remove the washer). You need to add **M5 washer** between the spring and the selector (as shown in red in the picture below):



M5 washer



It can avoid unwanted gear shift, for example in a fast right turn.

- **Adjustment of selection point about +/- 1.5mm**

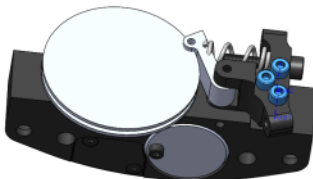
It is possible to adjust the position of the selection point about +/- 1.5mm.

In most of the cases, it is not necessary to use modify the adjustment. It has been set for most of PX 125-200.

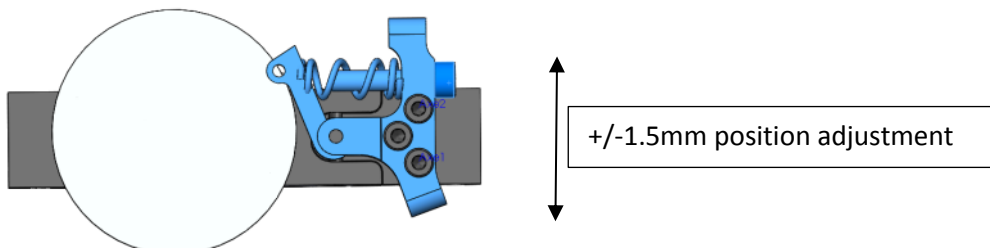
If you need to modify this adjustment, you have to disassemble the external plate and associated spring and bolt:



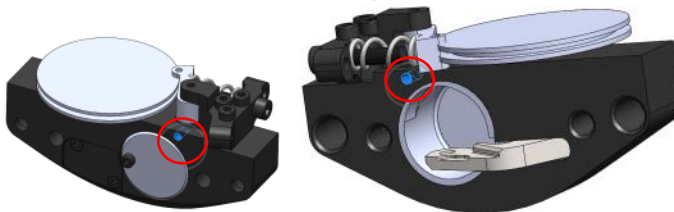
Then unscrew (not completely, just a few millimetres) the 3 M4 screws:



Then you can adjust the position of the blue part of +/-1.5mm with the 2 M4 CHC screws without head (Socket Set Screws):



The 2 M4 socket set screws positions:



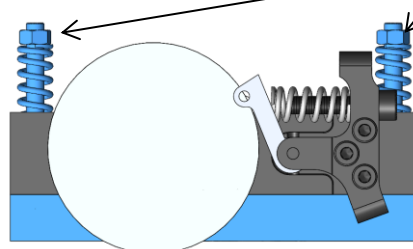
M4 Socket Set Screw



When you have found the good position, you have to tighten:

- first the 2 M4 socket set screws (use bolt sealant),
- and then the 3 M4 CHC screw (use bolt sealant).

Then reassemble the external plate and associated spring (not represented on the picture below) and bolt:



Before disassemble, please note the position of each bolt and spring, in order to reassemble spring and bolt at the same position as it was !! (it is not the same spring and bolt)

Maintenance:

- Put some grease on the selector wheel, as an origin gear selector, especially when gear shift become harder



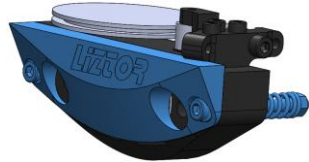
- The mobil piston doesn't need extra lube, do not put WD40 or grease, it will destroy the O-ring seal.
- The O-ring has to be replaced every 2-3 years, after what it becomes harder and can produce leakage.
- If there is suddenly a strong leakage, the seals may have been damaged (during assembly or by a little piece of metal in the gear box oil). Please Authentik Racing team for the exact O-ring dimension, with the serial number marked on the selector.
- O-ring change:

In order to remove the O-ring, you have to:

- Remove the selector from engine (remove the 2 M7 nuts)

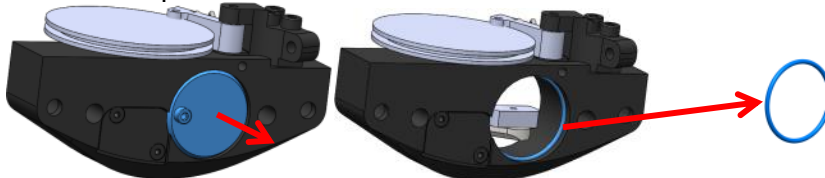


- remove the two screws + spring of the external black plate



Before disassemble, please note the position of each bolt and spring, in order to reassemble spring and bolt at the same position as it was !! (it is not the same spring and bolt)

- remove the piston and then remove the seal.

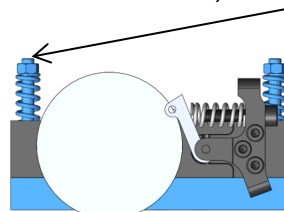
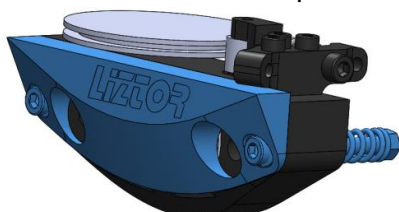


- To put a new O-ring, you have to put in a first place the piston (with the selector in the 4th gear position), and then put the seal in its place.



- From behind, push the piston and assure that the seal still in position.

Then reassemble the external plate and associated spring and bolt (please reassemble it in same position that it was before dismount):



Please reassemble spring and bolt at the same position as it was !! (it is not the same spring and bolt)

In case of crash:

The external black plate protects the Liztor selector in case of crash. If this plate is too much damaged, you need to replace it, otherwise the Liztor selector can be damaged in a permanent way.



Please contact Authentik racing team for further information or maintenance part:
authentikracing@gmail.com .