

Murphs' Bearinged up shifter kit is a complete component set to replace the plastic sleeve bushing used in the shift lever of the Kawasaki C14 and ZX1400. This system dramatically reduces the friction load on the pivot point of the shift lever.



Factory OEM sleeve on the left, replacement parts on the right.

Our parts from start to finish are: Bolthead, Stainless Steel Shim, bearing, bushing, bearing, bushing, bearing, stainless steel shim.

We require all of our customers to adhere to the Murphskits.com Rule Number One: you have to be at least 2% smarter than any product you buy from us. We have no desire for you to inflict pain and wasted time on yourself when you should be enjoying your motorcycle. On a scale of One to Five, One being as easy as changing your own oil, I'd rate this a.....one. Tools required include a 5MM Allen wrench, a pair of 10MM open end wrenches (or "crescent" wrenches), a small hammer, a 5/8" deep well socket, (or anything with a hole in it to support the shifter while driving out the bushing. The only requirement being it has to be bigger than the bushing), a 1/2" bolt, used to drive out the old bushing, and a 5MM allen wrench or 12MM wrench/socket to install the replacement bolt. Some removable thread locker is also recommended.

You can do this with the bike on the side stand. First remove the factory bolt and washers that hold the shifter on. This takes a 5MM Allen wrench, and a pair of 10 MM open end wrenches. Break the lock nut loose on the shifter turn buckle, then remove the factory pivot bolt from its mount, this requires the 5MM allen. Once the pivot bolt is removed you can unscrew the shifter from the turn buckle rod. Count the number of turns so you can put it back in its original location. You can also break the other jam nut loose on the turnbuckle and change the angle of your shifter if you choose. You will not reuse any of the OEM pivot components on the new install.

Now that you have the shifter in your hands, it's time to knock the bushing out. Here is how I do it.



Support the bushing over the 5/8" socket opening and set the 1/2" bolt on top. You may want to "screw" the bolt into the bushing. Once in position, simply drive the bushing out.



Now with the bushing removed, you need to install a bearing in one end of the shifter, which side does not matter.



You can use the head of the ½" bolt to tap the bearing into position. A little tapping with a hammer on said bolt may be in order.



This bearing is pushed in flush with the top of the shifter face. (It's true, even though the picture is blurry. 😊)

With this bearing seated, you will use it as a guide to tap the rest of the assembly in from the other side.



Slip the bolt through the newly installed bearing to help line up the components for the final setting.



Notice this time we have the socket inverted and are driving into the 3/8 drive square hole.



Using the hex headed bolt supplied simply tap the assembly down until you feel the resistance of the guide bearing setting on the socket face.



When you have the units seated, do not forget to install the thin stainless washer between the last bearing and the bracket it bolts to.

Thread the shifter back onto the turn buckle, counting the number of turns like you did when it was removed. Select which of the two supplied bolts you want to use.



Use some removable thread locker and “snug” the bolt tight, yes I said “snug”. The purpose is to set the preload on the bearings and spacers. Once you feel resistance to the bolt turning, give it about an eighth of a turn more. If you are anal about such things, that should be 8 to 10 ft lbs.