

The JDA RS Type 9 gear lever silent bearing kit

The JDA RS Type 9 gear lever silent bearing kit has been designed to resolve the long-term issue with the rose joint type 9 5 speed quick shift gear-levers where the steel bearing annoyingly vibrates and rattles whilst driving through the rev range.

The JDA RS kit consists of a direct replacement bearing that you can fit to your current noisy gear-lever housing at the fraction of the price of buying a complete gear-lever assembly.

Unlike other silent solution's available this is a cost-effective upgrade compared to buying a complete replacement gear-lever.

With simple tools the bearing will take approximately 30 minutes to fit.

Do not mistake this bearing kit with a cheap bearing replacement solution.

The retro fit bearing has been designed and made by European engineers.

The bearing housing is made of an extremely impact-resistant, reinforced polymer.

The spherical ball is made from a material, which is also known for the lowest coefficients of friction in dry operation.

This kit contains a self-lubricating bearing, do not apply any grease or oil to the bearing as it will stop the Gear Stick from moving freely.

Ensure you use this bearing kit with an original Ford type plastic gear selector saddle and not the phosphor bronze type.

It's also recommended that the plastic gear lever saddle is replaced because they are usually worn. (Refer to picture for reference)

This kit will only fit the Ford 5 speed type 9 gearbox

INSTRUCTIONS

With little mechanical knowledge the kit can be fitted in approximately 30 mins using simple hand tools.

TOOLS REQUIRED

Safety glasses

Circlip plyers

Small flathead screw driver

Ratchet

Extension

Torx 40

5mm Allen key

PLEASE ALSO REFER TO THE PICTURES INCLUDE WITH THIS INSTRUCTION SHEET

REMOVAL

1. Remove the gear knob and gear lever gators.
2. Remove the 3 bolts that secure the gear-lever to gearbox (These will either TX40 Torx or 5mm Allan bots)
3. With the gear-lever on a suitable flat surface or bench remove the lower larger circlip (**ensure you wear safety glasses circlips can fly out of their location at speed**) The gear-lever can now be removed from the main housing by pushing down *PIC*.
4. To remove the old steel bearing the small circlip on the gear-lever needs to be removed this part of the gear-lever is also sprung loaded for the reverse gate (**ensure you wear safety glasses circlips can fly out of their location at speed**)

Make sure you note the orientation of the reverses selector spring location cups. The old bearing should now slide off.

INSTALLATION

IF YOU HAVE DAMAGED OR STRETCHED EITHER CIRCLIP ON REMOVAL THEY WILL NEED TO BE REPLACED

5. With the old bearing removed you can now fit your new silent anti-vibration bearing supplied.
6. Refit the reverse gate spring and cups in the correct order.
7. The next part can be a little fiddly because you have to compress the reverse gate spring by pulling down and re-fit the small circlip (**ensure you wear safety glasses circlips can fly out of their location at speed**)

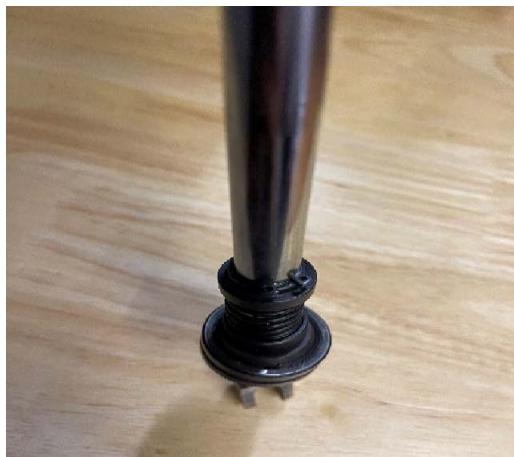
Once the circlip is seated in its grove pull firmly on the spring to ensure correct circlip installation.

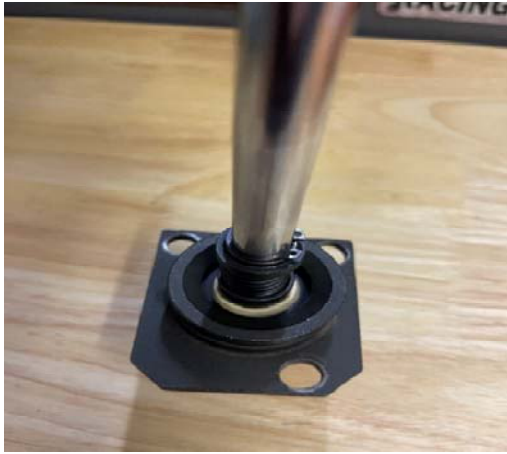
8. Now refit the gear-lever housing the new bearing will be a tight fit. With the gear-lever in position with the housing re-fit the larger circlip. (**Ensure you wear safety glasses circlips can fly out of their location at speed**)

NOTE: you may need to angle the lever and bearing to enable you to seat the circlip in its groove if the circlip is not seated correctly, it will catch the inner ball of the new bearing inspect the circlip carefully to ensure is fully located in its groove.

9. Now you can re-fit your modified gear-lever to the vehicle re-fitting the three retaining bolts, gear-lever gators and gear knob.

REMEMBER DO NOT USE ANY GREASE OR LUBRICANTS ON THE NEW BEARING





Gear Lever Saddle

