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PROBLEM:

On the early H1 models, the gear change lever assembly consisted of a toothed lever staked to a rod. This construction sometimes loosened up, causing sloppiness in shift lever movement. This contributed to missed shifts, and sometimes led to transmission damage.

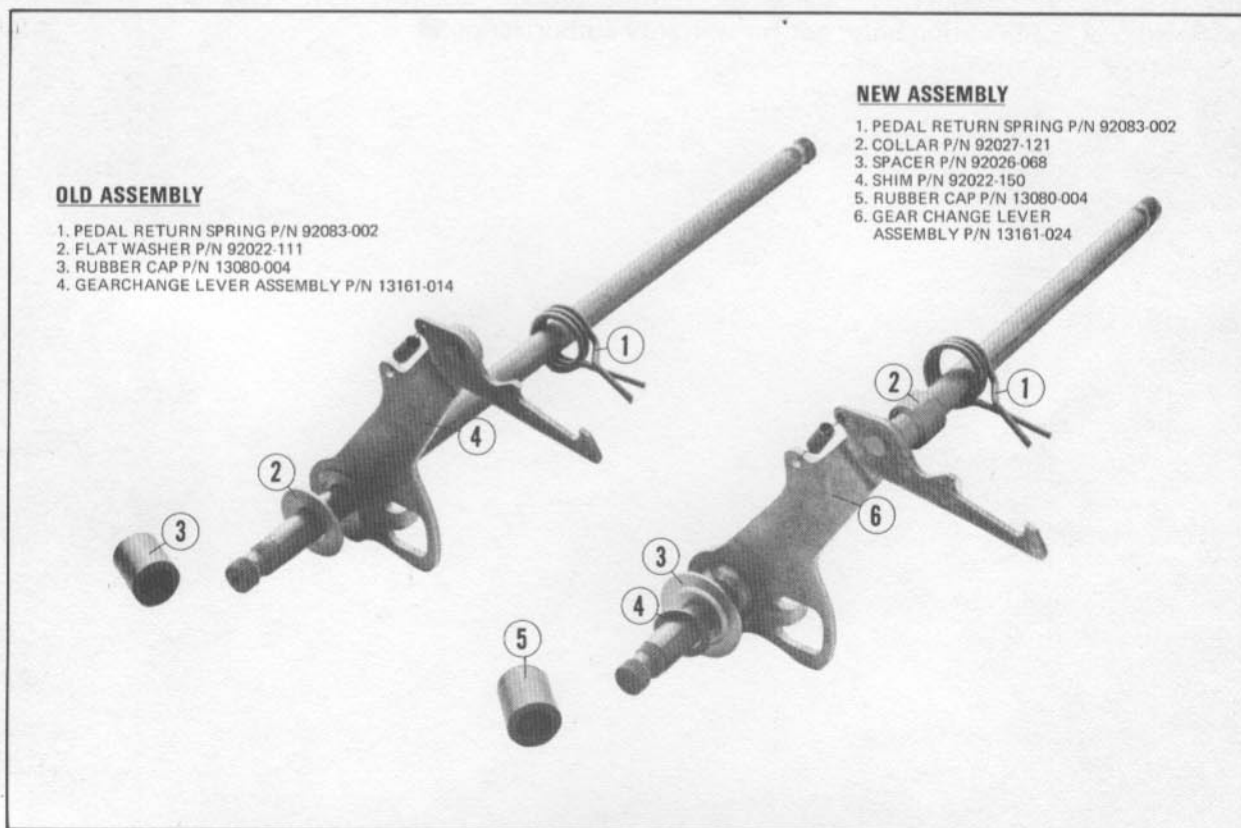
An additional point of confusion comes from a variation in the assembly as pictured in the parts manuals for H1B and H1D.

CORRECTION:

To remedy this problem, a new gear change lever assembly was designed for the H1 and H2. The new unit is welded, rather than staked, and includes a collar inside the pedal return spring, a spacer, and a shim outside the spacer.

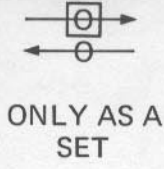
ASSEMBLY INFORMATION:

The correct assembly of the new gear change lever assembly is pictured on the right below. The outside shim (P/N 92022-150) does not yet appear in any parts books but it is included in the position shown on current production machines of both H1 and H2. The new assembly is used on all H1's after Engine No. KAE 43902 and on all H2's, and is interchangeable with older parts.



Please see reverse side for additional information.

PARTS INFORMATION:

DESCRIPTION	OLD PARTS		NEW PARTS		INTER-CHANGE	EFFECTIVE I.D.
	OLD P/N	REMARKS	NEW P/N	REMARKS	OLD ↔ NEW	
Gear Change Lever	13161-014	Staked, Comes W/ Collar	13162-008	Complete Assembly Includes: P/N 92026-068 P/N 92027-121		KAE-43902
			13161-024	Gear Change Lever Only		
Collar	—	—	92027-121			
Spacer	92022-111	Flat	92026-068	Shaped	← X →	

O = interchangeable X = not interchangeable □ = not available

WARRANTY INFORMATION:

This is a factory production change for routine product improvement. This bulletin is for notification of modification only, not for warranty authorization. ■