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## TT500 yamaha right hand gear change

Posted by jimg1au - 2009/11/04 21:43

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hi

i see a few tt500 with right hand gear changes.is there a kit you can buy to do this.or is it a home made mod.i am building a staracer tt500 and rhs gear change would be great.

thanks

jim garvey

sydney

australia

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## Re:TT500 yamaha right hand gear change

Posted by JHenry - 2009/11/05 04:50

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There is no kit for doing this. It simply requires re-designing the shift shaft and right side cover. Or you can send to someone that does those, check the suppliers page on the forum for people that do it.

Jim Henry

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## Re:TT500 yamaha right hand gear change

Posted by slide - 2009/11/05 06:32

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Check with Hoos Racing as they perform the service and I beleive Johnny Isaacs in Oklahoma at Total Performance Racing does as well.

.....Mel.....

<http://www.hoosracing.com/txtsr500parts.html>

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## Re:TT500 yamaha right hand gear change

Posted by admin - 2009/11/05 11:56

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check with Johnny Isaacs:

[http://www.flattrack.com/index.php?option=com\\_content&task=view&id=257](http://www.flattrack.com/index.php?option=com_content&task=view&id=257)

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## Re:TT500 yamaha right hand gear change

Posted by jimg1au - 2009/11/06 06:52

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thanks for the help

cheers

jim

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## Re:TT500 yamaha right hand gear change

Posted by geomotoracing - 2009/11/06 07:52

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Jim: Think about it. When bikes 1st went to shifting on the wrong (left) side it seemed wrong. Also it looked so cool to have the brake and shifter both at the right foot. But, after trying it I liked the left side shift. For one thing you want to keep the right foot well planted on the peg, not searching for the shifter. If you run a 4 stroke and are geared properly you should not be shifting in the corner. If you do make a "bobble" it is really not that hard to quickly lift the left foot to shift

down.  
Hit the brake, pitch it in, shift down, stick your foot out, rinse & repeat!  
Yes, take a look, many Yam TT 500 (mine) have removed the stock left footpeg and mounted a Bates type thru a web in the frame that puts it up and back a little giving you a clearer path to the shifter with that steel shoe clad left foot. Also the right peg has been dropped & moved forward a little with a sturdy longer footpeg so you can "stiff-leg it". Need info. hit me up, I have a very neat way of doing this mod. Will e-mail you a photo.  
Good Luck!

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## Re:TT500 yamaha right hand gear change

Posted by flattrackmaniac - 2009/11/06 11:11

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For those who might consider trying this modification on their own just remember that the TT and XT clutch cases are magnesium and the SR's are aluminum.

Nick

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## Re:TT500 yamaha right hand gear change

Posted by TWILIGHT59Y - 2009/11/06 11:24

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And unless you know how to weld magnesium it can turn into a real bad scene

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## Re:TT500 yamaha right hand gear change

Posted by DP126 - 2009/11/06 17:45

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Wasn't one of the main reasons for RH shift on a DT bike to keep from possibly bumping it out of gear when laying it over in the corners?

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## Re:TT500 yamaha right hand gear change

Posted by JHenry - 2009/11/07 00:06

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DP126 wrote:

Wasn't one of the main reasons for RH shift on a DT bike to keep from possibly bumping it out of gear when laying it over in the corners?

Exactly: been there done that!!:silly: :silly: :silly: :angry: :angry: :angry:

Jim Henry

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## Re:TT500 yamaha right hand gear change

Posted by jimg1au - 2009/11/07 07:09

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when my starracer frame gets here (australia)from the usa(bought from jerry) i might just give it a ride first befor i do that mod.i also race a cr250 elsinore so mixing up the gear shift side might not be such a good idea.yes the gear leaver on my longtrack(speedway frame with brakes and shocks)will knock out of gear so the leaver was moded so it wont do that anymore.the rh foot on the peg is a good idea as i even made up a cable operated brake from the handle bars,didnt need to move it at all

cheers

jim

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## this thread

Posted by admin - 2009/11/07 10:16

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this is one of the reasons I started flatrack.com 13 years ago. How else could a guy in Australia get this information before Internet?

Thanks everyone!

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## Re:this thread

Posted by dt38k - 2009/11/11 16:02

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I'll let you know what I did and still have one or two around here somewhere for different motors.

I pulled out the left hand shaft and put the right side cover back on.

Had another shaft from another bike, (most are the same diameter)

and turned one end to a point and used it to transfer the centerline point to the inside of the cover.

I pulled the cover off and then loctaed the center and bored the hole out about .100 bigger than the od of the shaft seal on my mill.

Then I made an aluminum spacer out of, I think, 1-1/2 od material, faced off both ends, drilled the center hole a hair larger than the shaft and turned a step about .080 deep to set inside the cover, and a counter bore for the seal.

I had to cut some off of one side to fit into the case, and then drilled two small holes for 10-32 button head screws and tapped the holes, used a small dab of yamabond and locked it into the case.

No welding needed, and I have done this on many different motors over the years, with no problems.

I then just cut off the left side shaft outside of the circlip and weld it to the right side, or leave it complete and use another piece from another shaft.

Some engines have no clips on the shaft and it is held in place by the case, which usually has a small boss protruding towards the inside which will be lost when the hole is bored.

In this case, the spacer will have to be the proper width, machined to compensate for the shaft to the case to allow for the correct end play.

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