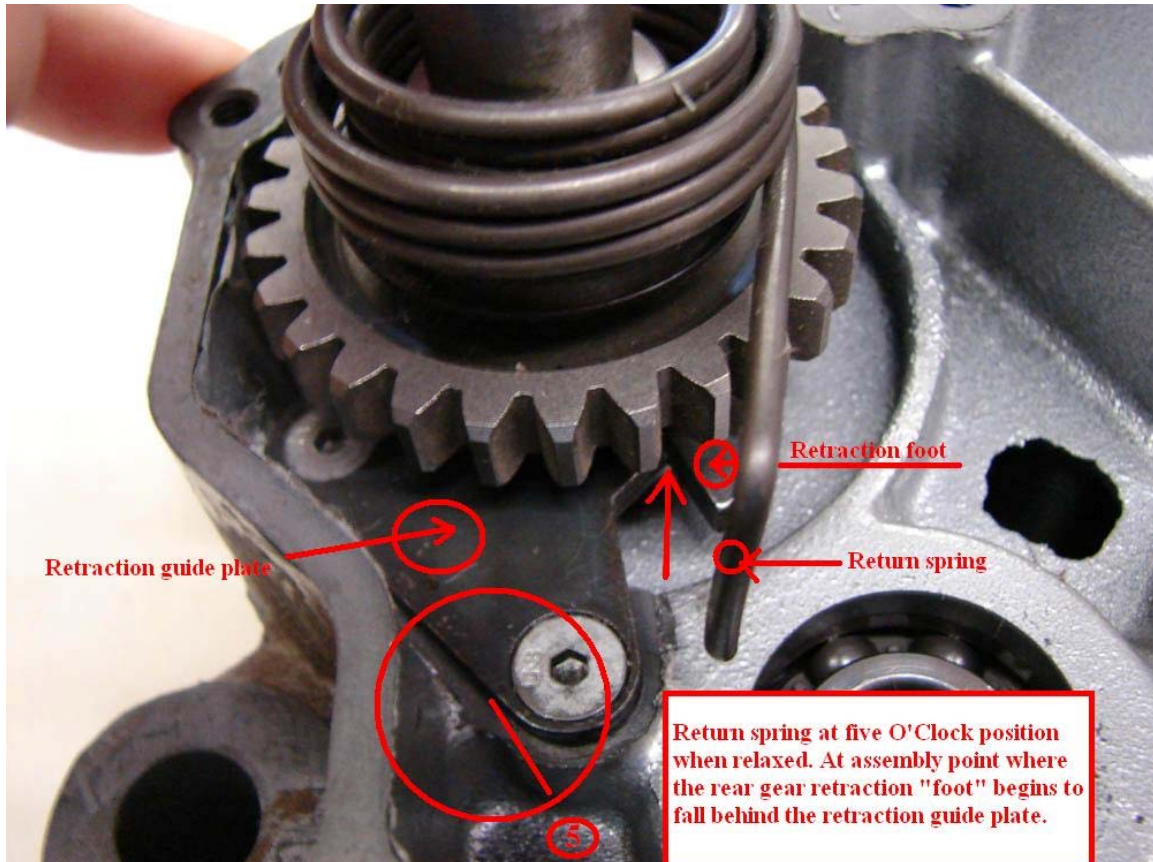


**PROPER INDEX AND INSTALLATION OF KICK-START SHAFT.  
GasGas 1990 TO 2003 TRIALS MODELS AND PAMPERA.**

**(NOT PRO MODEL)**

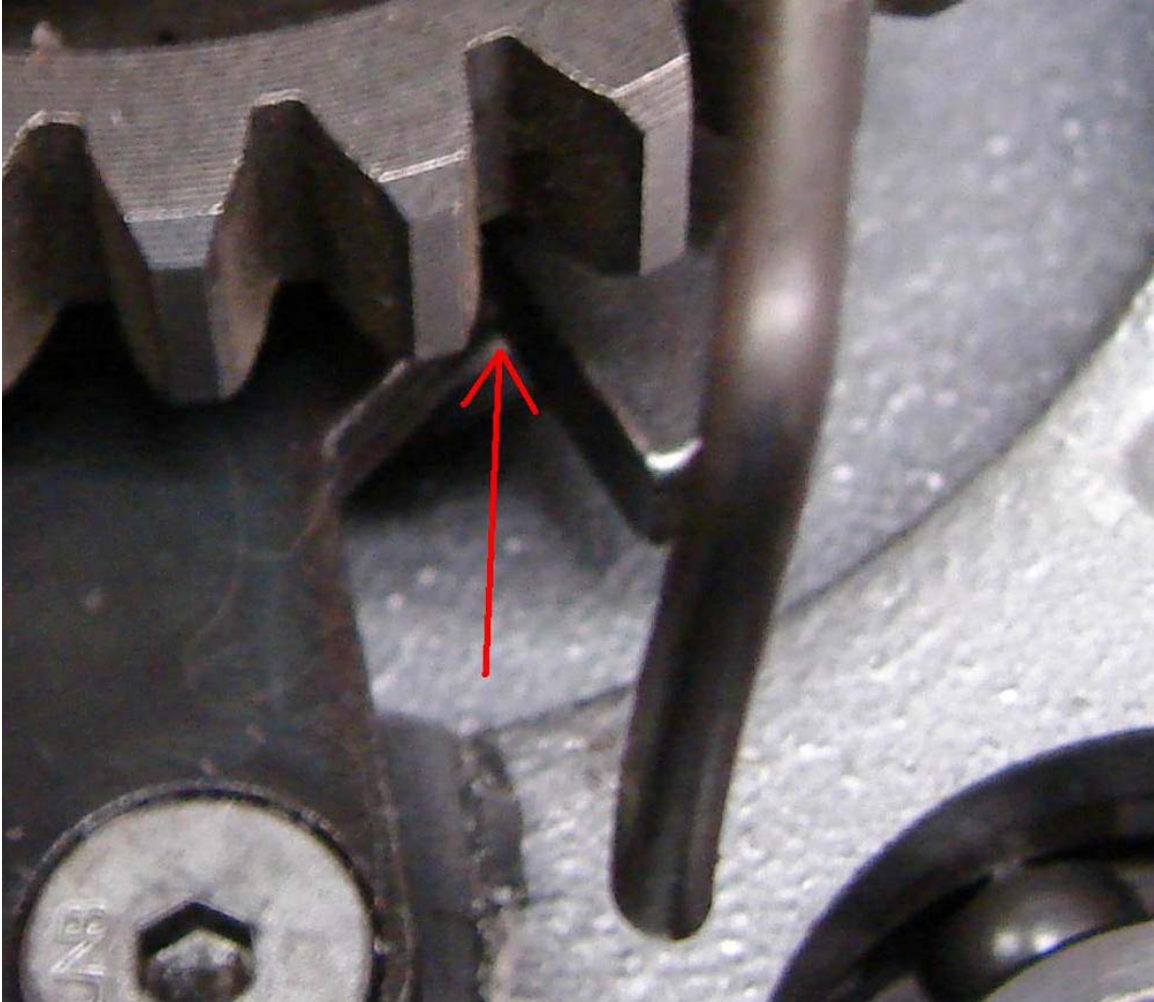
**Fig. 1**



In figure 1, the kick-start shaft is shown in the position of initial installation. At this point the return stop foot *which is a cast-in part of the rear gear* is just beginning to fall behind the retraction guide plate. This retraction guide plate separates the two kick-start gears and pulls rear-gear-mounted stopper foot into the case when the kick-start pedal is released into it's retracted (relaxed) position. This stopper foot sets the rearmost relaxed position of the pedal and holds the pedal in position when not in use.

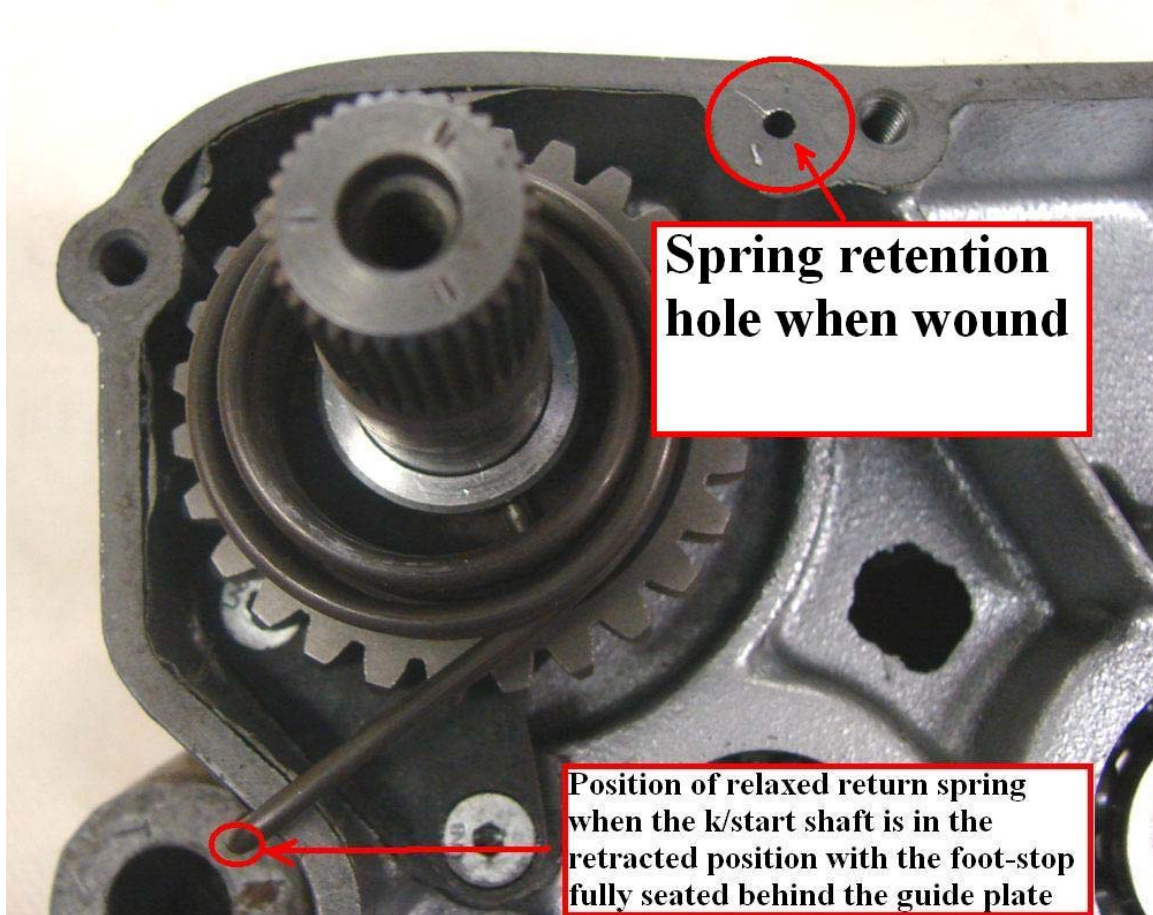
**When starting the engine:** As the kick-starter pedal is moved in the direction to start the engine, the stopper foot moves out from behind the guide plate, a spring on the back side of the rear gear pushes the two starter drive gears together. When together, these two gears engage the starting mechanism, which rotates the idler gear, which then rotates the clutch basket, which in turn rotates the primary driven gear on the crankshaft, which starts the engine.

**Fig. 2**



**In figure 2 you can see a close-up view of the foot as it enters the guide plate recess area and the two starter gears begin to separate. (See figure 1)**

**Fig. 3**



**In figure 3, you can see the relaxed position of the return spring with the stopper foot seated behind the guide plate in the fully returned position. At this point, the relaxed spring is located at approximately 7 O'clock. The spring is then wound (in a clockwise direction) to the 1 O'clock position and placed into the hole in the retention case.**

**Fig.4**



In figure 4, the center spring lock bushing (spacer) can be seen. As shown in this image, it is best to mark the position of the slot, which is cut into this bushing, as the slot it is difficult to see and proper alignment is critical during assembly.

**CAUTION:** If this bushing is not properly positioned or left-out during assembly, it will not be possible to install the outer clutch cover and in fact damage can be done to the engine if the user attempts to hammer the cover into place.

**Fig.5**



**Notch in bushing must fall over the spring where it passes into the center of the shaft.**

In figure 5, the proper position of the center bushing can be seen.