Our shifting cable clevises are dimensioned to be compatible with 6400 series cables. These rugged cables have 4" of full travel so that the outer hole in the engine shifting lever can be used which provides the best mechanical advantage for latching the forward clutch assembly. Original Atomic 4 shifting levers require a 9/16" spread between the jaws of the clevis and a 3/8" clevis pin. Because clevises with these dimensions have not always been available over the many years the Atomic 4 has been in service, the holes in your shifting lever may have been over-drilled to accommodate clevis pins with 7/16" or even 1/2" diameters. In these cases, you can use the appropriately sized stainless bushings included with our clevises to accommodate either of those sized holes in your shifting lever.

1) After removing the old clevis, check for unrestricted full travel of 4". If your cable hangs up for any reason, giving you less unrestricted travel, you may have to replace the cable to regain proper shifting function.
NOTE 1: If you have only 3" of unrestricted full travel, you have a 6300 series cable. While it's possible to use a 6300 cable in the outer hole of the shifting lever, you will have to adjust the cable travel very precisely in order to get a reliable forward engagement, with a comfortable neutral zone, and a reliable reverse engagement.

2) After installation, adjust the extended length of the clevis pin hole to provide a minimum of approximately 1/2" of over-travel beyond the pin hole in the shifting lever when in the forward latched mode.

3) Hold the engine shifting lever hard against the reverse engagement and check that the clevis pin hole has approximately 1/2" of travel beyond the pin hole in the shifting lever. This adjustment will usually provide a very comfortable neutral zone.
NOTE 2: If you're using a 6300 cable, it's usually necessary to adjust the 3/4" adjusting nut on the reverse brake band clockwise as far as possible while still retaining a comfortable neutral zone.