

8. Clutch/Gearshift Linkage

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Service Information

- This section covers removal and installation of the clutch hydraulic system, clutch, primary drive gear and gearshift linkage.
- Clutch maintenance can be done with the engine installed in the frame.
- Gearshift spindle and stopper arms can be serviced with the engine in the frame.
- If the shift forks, drum and transmission require servicing, remove the engine and separate the crankcase (Section 10).

Troubleshooting

- Faulty clutch operation can usually be corrected by adjusting the clutch lever free play.

Clutch Slips When Accelerating

- No clutch lever free play
- Worn clutch discs
- Weak clutch springs
- Additive in engine oil

Clutch Operation Feels Rough

- Rough clutch outer slots

Hard to Shift

- Misadjusted clutch cable
- Bent shift fork
- Damaged shift drum groove
- Bent gearshift spindle
- Damaged guide pin

Clutch Lever Too Hard

- Damaged, kinked or dirty clutch cable
- Damaged clutch lifter mechanism
- Damaged clutch lifter plate bearing
- Improperly routed clutch cable

Clutch will not Disengage or Motorcycle Creeps with Clutch Disengaged

- Too much clutch lever free play
- Warped clutch plate

Jumps Out of Gear

- Worn gear engagement dogs or slots
- Bent shift fork shaft
- Damaged stopper arm
- Damaged or bent shift fork