



CLUTCH/GEARSHIFT LINKAGE

GENERAL

- Engine oil viscosity and level have an effect on clutch disengagement. Oil additives also effect clutch performance and are not recommended. When the clutch does not disengage or the motorcycle creeps with the clutch lever pulled in, inspect the engine oil level before servicing the clutch system.

TROUBLESHOOTING

MOTORCYCLE TYPE:

Faulty clutch operation can usually be corrected by adjusting the freeplay.

Clutch lever too hard to pull in

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

Clutch will not disengage or motorcycle creeps with clutch disengaged

- Excessive clutch lever freeplay
- Clutch plate warped
- Engine oil level too high, improper oil viscosity or additive used
- Loosen clutch center lock nut

Clutch slips

- Clutch lifter sticking
- Worn clutch discs
- Weak clutch springs
- No clutch lever freeplay
- Engine oil level too low or oil additive used

Hard to shift

- Misadjusted clutch cable
- Damaged or bent shift fork
- Bent shift fork shaft
- Incorrect engine oil viscosity
- Bent or damaged gearshift spindle
- Damaged shift drum stopper plate
- Damaged shift drum guide grooves

Transmission jumps out of gear

- Worn shift drum stopper arm
- Worn or broken gearshift spindle return spring
- Bent shift fork shaft
- Worn or damaged shift drum stopper plate
- Damaged shift drum guide grooves
- Worn gear dogs or dog holes

Gearshift pedal will not return

- Weak or broken gearshift spindle return spring
- Bent gearshift spindle

CUB TYPE:

Faulty clutch operation can usually be corrected by adjusting the clutch system.

Clutch slips when accelerating

- Incorrect clutch adjustment
- Worn clutch disc
- Weak clutch spring
- Faulty clutch weight
- Faulty centrifugal clutch outer
- Molybdenum or graphite additive

Motorcycle creeps

- Faulty clutch weight
- Faulty clutch weight spring
- Incorrect idle air screw adjustment

Hard to shift

- Damaged gearshift spindle
- Damaged stopper plate and pin
- Loose stopper plate bolt
- Incorrect clutch adjustment
- Loose gearshift cam plate bolt

Transmission jumps out of gear

- Damaged stopper arm
- Damaged gearshift cam plate
- Loose gearshift cam plate bolt

Gearshift pedal will not return

- Weak or broken gearshift spindle return spring
- Bent gearshift spindle