

9. Clutch System

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Service Information

- Clutch and gearshift linkage maintenance can be done with the engine in the frame.
- Engine oil viscosity and level have an effect on clutch operation. When the clutch does not disengage or the vehicle creeps with clutch disengaged, inspect the engine oil and oil level before servicing the clutch system.
- Clean any gasket material off the crankcase cover-crankcase mating surface.
- Do not damage the cover-case mating surface.
- Never allow foreign materials to get into the engine.
- This section covers removal and installation of the clutch hydraulic system and mechanical clutch.
- DOT 4 brake fluid is used for the hydraulic clutch and is referred to as clutch fluid in the section. Do not use other types of fluid.
- Brake fluid will damage painted, plastic, and rubber parts. Whenever handling brake fluid, protect the painted, plastic, and rubber parts by covering them with a rag. If fluid does get on these parts, wipe it off with a clean cloth.

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Troubleshooting

Clutch lever soft or spongy

- Air bubbles in hydraulic system
- Low fluid level
- Hydraulic system leaking

Clutch lever too hard

- Sticking piston(s)
- Clogged hydraulic system

Clutch slips

- Discs worn
- Springs weak
- Hydraulic system sticking

Clutch will not disengage

- Air bubbles in hydraulic system
- Low fluid level
- Hydraulic system leaking
- Plates warped

Motorcycle creeps with clutch disengaged

- Air bubbles in hydraulic system
- Low fluid level
- Hydraulic system leaking
- Plates warped

Excessive lever pressure

- Lifter mechanism damaged
 - Lifter plate bearing damaged
 - Clutch push rod bent

Clutch operation feels rough

- Outer drum slots rough
- Sticking piston(s)