

## CLUTCH/STARTER CLUTCH/GEARSHIFT LINKAGE

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### TROUBLESHOOTING

#### Clutch lever too hard to pull in

- Damaged clutch lifter mechanism
- Faulty clutch lifter bearing
- Clutch lifter piece installed improperly

#### Clutch slips when accelerating

- Worn clutch disc
- Weak clutch springs
- Engine oil mixed with molybdenum or graphite additive

#### Clutch will not disengage or motorcycle creeps with clutch disengaged

- Clutch plate warped
- Loose clutch center lock nut
- Oil level too high
- Improper oil viscosity
- Damaged clutch lifter mechanism
- Clutch lifter piece installed improperly

#### Hard to shift

- Improper clutch operation
- Improper oil viscosity
- Bent shift fork
- Bent shift fork shaft (page 12-9)
- Bent fork claw (page 12-9)
- Damaged gearshift cam (page 12-9)
- Loose stopper plate bolt
- Damaged stopper plate and pin
- Damaged gearshift spindle

#### Transmission jumps out of gear

- Worn shift drum stopper arm
- Weak or broken shift drum stopper arm return spring
- Loose stopper plate bolt
- Bent shift fork shaft
- Damaged gearshift cam (page 12-9)
- Damaged or bent shift forks (page 12-9)
- Worn gear engagement dogs or slots (page 12-9)

#### Gearshift pedal will not return

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

#### Engine does not turn

- Faulty starter clutch
- Damaged reduction gear/shaft
- Damaged idle gear/shaft