
SERVICE INFORMATION

GENERAL

- This section covers service of the clutch, gearshift linkage and kickstarter. These services can be performed with the engine installed in the frame.
- Engine oil viscosity, oil level and the use of oil additives have an effect on clutch operation. Oil additives of any kind are specifically not recommended. When the clutch does not disengage or the vehicle creeps with the clutch disengaged, inspect the engine oil viscosity and oil level before servicing the clutch system.
- Engine lubricating oil is fed through the oil passages in the right crankcase cover. Clean the oil passages before installing the right crankcase cover.
- The crankcase must be separated to service the transmission, shift drum and shift forks (page 12-4).

TROUBLESHOOTING

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

Clutch lever difficult 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 free play
- Clutch plate warped
- Oil level too high, improper oil viscosity, or additive used

Clutch slips

- Clutch lifter sticking
- Worn clutch discs
- Weak clutch springs
- No clutch lever free play

Hard to shift

- Misadjusted clutch cable
- Damaged or bent shift fork
- Bent shift fork shaft
- Damaged gearshift spindle assembly
- 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
- 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