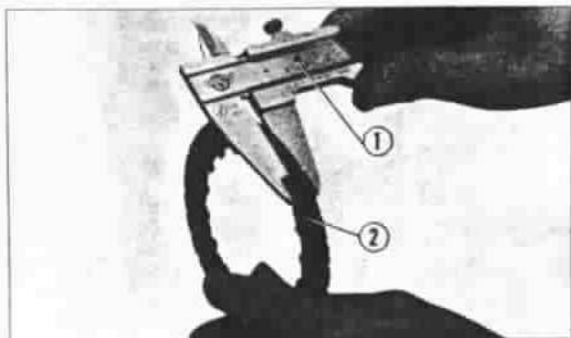
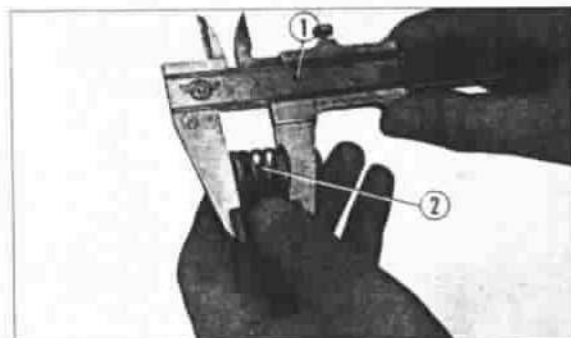


① Clutch adjuster ② Lock nut
Fig. 36



① Vernier caliper ② Friction disc
Fig. 37



① Vernier caliper ② Clutch spring
Fig. 38

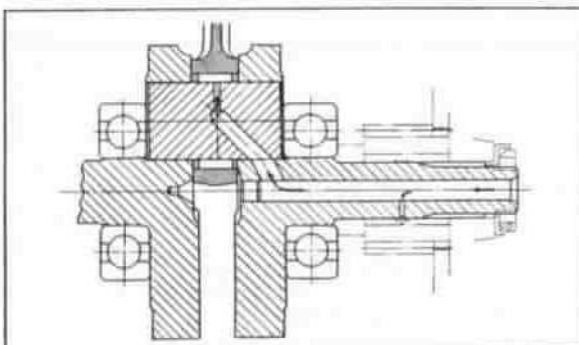


Fig. 39 Oil flow

C. Inspection

1. Clutch adjustment

- a. Clutch must be adjusted with the engine shut off. Loosen the adjuster lock nut.
- b. Turn the adjuster clockwise about one turn; do not turn excessively.
- c. Next, slowly turn the adjuster counterclockwise and stop when the adjuster to turn heavy.
- d. From this point, back off the adjuster in the clockwise direction $\frac{1}{8}$ to $\frac{1}{4}$ turn, and tighten the lock nut (Fig. 36).

Check to make sure that the clutch operates properly after adjustment.

- The engine should start easily with the kick starter without the clutch slipping.
- When changing gear, the clutch slipping should be smooth and light, especially when shifting down in gear to the neutral position.

2. Measuring the friction disc

Measure the thickness of the friction disc using a vernier caliper (Fig. 37).

Standard Value	Serviceable Limit
0.138 (3.50 mm)	Replace if under 0.122 (3.10 mm)

3. Inspecting the clutch spring

Measure the free length of the spring using a vernier caliper (Fig. 38).

Standard Value	Serviceable Limit
0.772 (19.6 mm)	Replace if under 0.72 (18.2 mm)

D. Reassembly

Perform the reassembly in the reverse order of disassembly as described in page 16.

8. CRANKSHAFT

A. Description

The connecting rod is assembled on the crank pin. The bearing at the large end is lubricated by the pressurized oil which flows through the crankshaft (Fig. 39).