

9. Clutch/Gearshift Linkage

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Service Information

- This section covers removal and installation of the right crankcase cover, clutch, gearshift linkage, shift drum and shift forks. These services can be performed with the engine in the frame.

Troubleshooting

Clutch Lever Too Hard To Pull In

- Damaged, kinked or dirty clutch cable
- Damaged clutch lifter mechanism
- Faulty clutch lifter bearing
- Clutch lifter rod installed improperly

Clutch Will Not Disengage Or Vehicle Creeps With Clutch Disengaged

- Too much clutch lever free play
- Warped clutch plate
- Loose clutch lock nut
- Oil level too high, improper oil viscosity or oil additive used
- Damaged clutch lifter mechanism
- Clutch lifter rod installed improperly

Clutch Slips

- Clutch lifter slipping
- Worn clutch discs
- Weak clutch springs
- No clutch lever free play
- Additive in engine oil

Clutch Operation Feels Rough

- Rough outer drum slots

Hard To Shift

- Misadjusted clutch cable
- Improper oil viscosity
- Bent gearshift spindle
- Bent shift forks
- Bent shift fork shaft
- Bent fork claw
- Damaged shift drum cam grooves

Jumps Out Of Gear

- Damaged stopper arm
- Stopper arm spring fatigue
- Damaged shifter cam
- Damaged or bent shift fork
- Bent shift fork shaft
- Worn gear engagement dogs or slots