9. CLUTCH/GEARSHIFT LINKAGE

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 off the crankcase cover-crankcase mating surface.
- Do not damage the cover-case mating surface.
- Never allow foreign materials to get into the engine.
- If the shift forks, drum and transmission require servicing, remove the engine and separate the crankcase (Section 10).
- If it is no longer clear which bolt belongs in which hole, insert all bolts in the holes and check the exposed length; each should be exposed the same amount.

TROUBLESHOOTING

Clutch lever too hard
- 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
- Too much clutch lever free play
- Warped plate(s)
- Oil level too high, improper oil viscosity or oil 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
- Worn gear dogs
- Incorrect engine oil viscosity
- Incorrect gearshift linkage guide plate installation

Jumps out of gear
- Damaged or bent shift fork
- Bent shift fork shaft
- Damaged stopper arm
- Worn gear engagement dogs or slots
- Damaged shift drum cam grooves