

8. Clutch/Gearshift Linkage

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Service Information

NOTE

- The chain cover cap must be removed for the drive sprocket cover removal.

- Clutch maintenance can be done with the engine in the frame.
- Transmission oil viscosity and level have an effect on clutch disengagement. When the clutch does not disengage or the vehicle creeps with the clutch disengaged, inspect the transmission oil level before servicing the clutch system.
- If the shift forks, drum and transmission require servicing, remove the engine and separate the crankcase (section 9)

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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
- Clutch plates 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
- Incorrect engine oil viscosity
- Incorrect gearshift spindle assembly
- Damaged shift drum cam grooves

Transmission Jumps Out Of Gear

- Worn shift drum stopper arm
- Weak or broken gearshift spindle return spring
- Bent shift fork shaft
- Damaged shift drum cam grooves
- Worn gear dogs or slots

Gearshift Pedal Will Not Return

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