

7. CLUTCH · CLUTCH RELEASE

The clutch enables the transmission of engine power to the rear wheel to be interrupted at any time for smooth starting, stopping and gear shifting. If the clutch does not disengage well, gear shifting becomes difficult and the transmission will incur damage. On the other hand, if the clutch slips, power transmission efficiency is reduced and the engine and clutch may overheat.

Depending on the crankcase oil viscosity, oil level, and oil lubricating capacity (which decreases with long use), a wet-type clutch may not disengage properly or may slip. Therefore, the crankcase should be filled with the correct quantity of the specified oil, and the oil should be changed at regular intervals.

The clutch engages and disengages engine power transmission by friction between the clutch plates and friction discs, which are forced together by the tension of the clutch springs. Accordingly, attention must be given to possible weak springs,

uneven tension among the various springs, and friction disc wear.

In the case of sudden clutch engagement, which makes driving extremely dangerous, check for poor sliding of the clutch cable, seizure of the clutch push rod with the drive shaft etc.

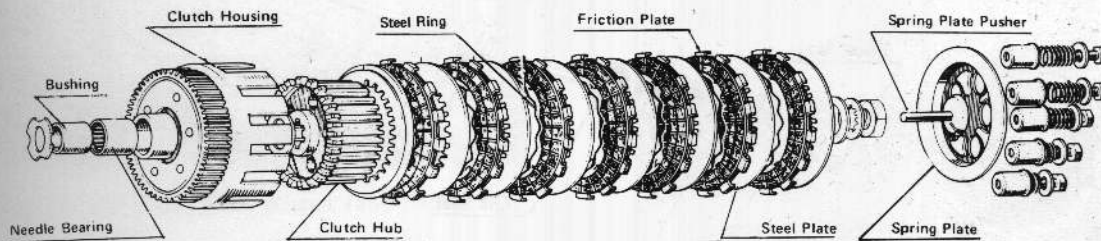
1) Construction

a. Clutch

Figures 109 and 110 are breakdown diagrams of the H1 and H2 clutches. The clutch is a wet-type, multiple-plate with 7 friction plates and 8 steel plates. To increase clutch disengagement effectiveness, steel rings are installed between the steel and friction plates. The clutch housing is fixed to the reduction spur gear with rubber-cushioned rivets. The H2 clutch has a steel band which is located beneath the first friction plate around the outside of the clutch housing. Its purpose is to prevent the housing "fingers" from spreading.

H1 Clutch

109



H2 Clutch

110

