

INSTRUCTIONS FOR ASSEMBLING
WET CLUTCH PLATE KIT (XL - KH - K MODELS)

Disassemble motorcycle clutch according to procedure given in Maintenance Section of Rider's Handbook, under "Clutch."

Remove clutch cover, clutch cover gasket, steel plates, friction plates and backing plate. Also, remove clutch push rod oil seal of either: lip type located in clutch gear end, or clutch hub nut type which can be removed from nut. These parts will not be reused.

There are 8 new steel plates, 7 new lined plates, plus 1 thick new steel backing plate in the wet clutch plate kit supplied to you, the number used for each model being as follows:

XL and KH.....8 steel plates, 7 lined plates
K.....6 steel plates, 5 lined plates

Assemble wet clutch as follows: (See diagram on next page).

1. Install thick backing plate over hub splines, recessed side facing out, following with steel plate over hub splines. Then install lined plate into clutch shell splines. Alternate with steel plates and lined plates until number of plates specified above are in position. This will locate an extra steel plate on the outside next to the pressure plate.
2. Use clutch spring setting procedure as given in Rider's Handbook, except make wet clutch setting as shown in accompanying diagram instead of amount specified for dry clutch in Rider's Handbook.
3. Do not install clutch cover and clutch cover gasket, since clutch is designed to operate in oil.
4. Set adjustment of clutch hand control as outlined in Maintenance Section of Rider's Handbook under "Clutch Hand Control", except that clutch hand lever adjustment should have only very slight free movement instead of the free (1/8 of total) movement specified for standard dry clutch.
5. Check amount of clutch release at clutch pressure plate when clutch hand lever is fully compressed from extended position. Make measurement of pressure plate movement at the same spring cup location that clutch spring setting was made under item 2, above. (See accompanying diagram.)

Clutch pressure plate should move amount specified in order for clutch to release properly. If it does not, check for looseness of clutch worm in sprocket cover. Too much play at this point will reduce clutch release considerably, and in such cases it is advisable to replace cover assembly with a new one.

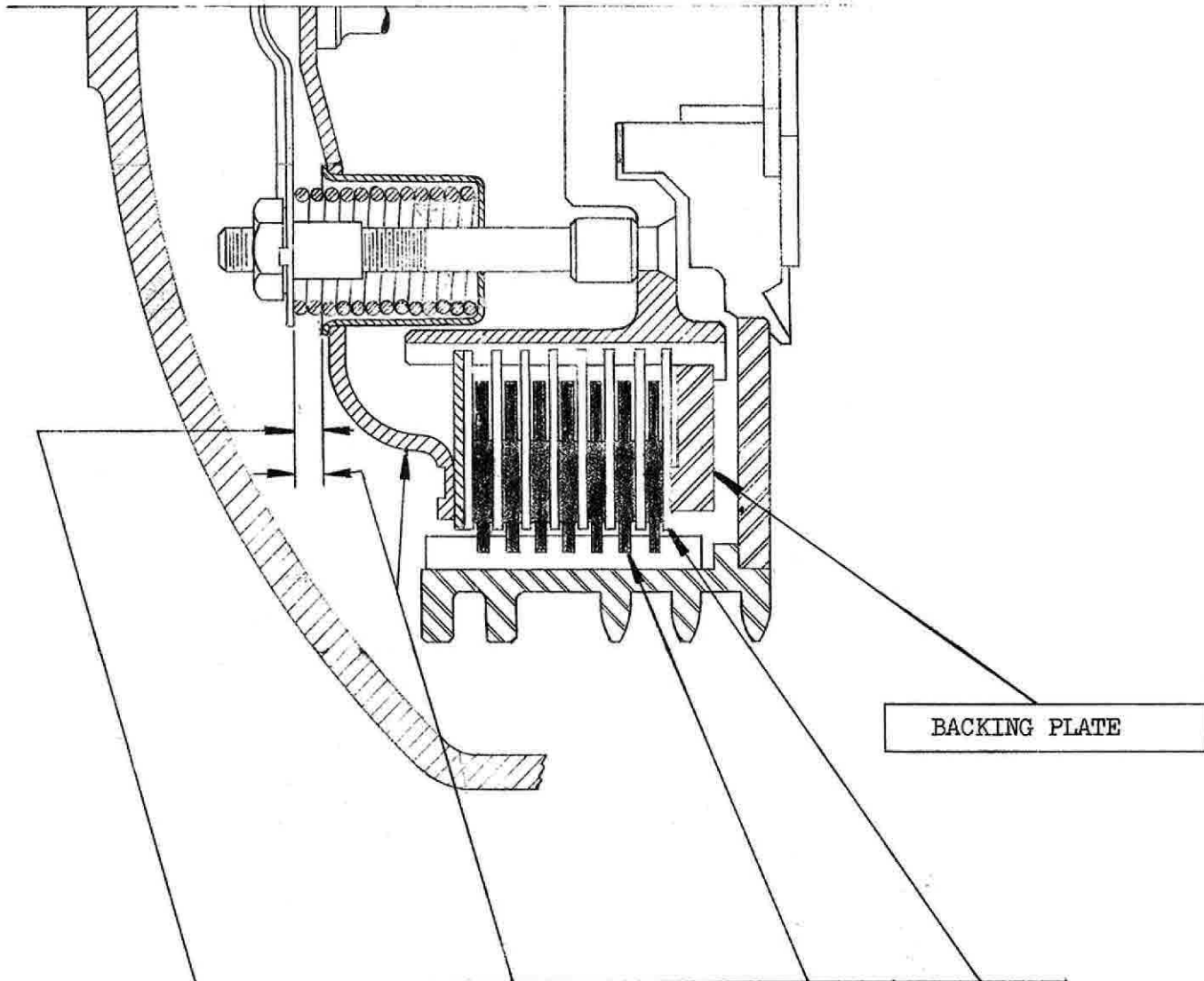
Also, check to be sure that worm lever returns to stop pin, when clutch hand lever is released. A sticking worm or clutch control cable can cause lever to stop short of this point, thus reducing effective clutch push rod travel.

6. Use same grade oil in chain case as used in engine and maintain proper oil level in chain case, as recommended in Rider's Handbook.

IMPORTANT: Advise motorcycle rider regarding wet clutch operation as follows:

Wet clutch plates when cold do not free as readily as dry clutch plates do, when handlever is compressed to release clutch preparatory to shifting into gear and getting under way. Therefore, with wet clutch that has been standing over night or long enough to become cold, it is advisable before starting engine, to free clutch plates as follows: Shift into gear compress clutch hand lever, and kick starter pedal-or rock motorcycle back and forth. Following this procedure will avoid abnormal clash when shifting into gear to get under way; it is not necessary to do this when clutch is warm or at normal operating temperature.

WET CLUTCH ASSEMBLY DIAGRAM



MODEL	SPRING SETTING	PRESSURE PLATE	LINED PLATES USED	STEEL PLATES USED
KH & XL	5/32 to 11/64 with clutch engaged	Should move outward at least 7/64 with clutch handlever fully compressed	7	8
K	7/64 to 1/8 with clutch engaged	Should move outward at least 3/32 with clutch handlever fully compressed	5	6