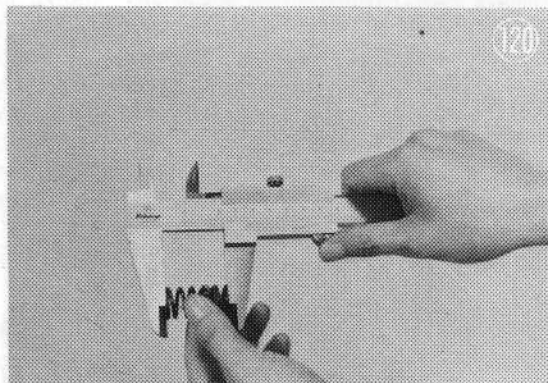


may slip. Furthermore, if the lengths of the springs differ, the clutch will be difficult to disengage. Measure the free length of each spring and replace any one not in tolerance.

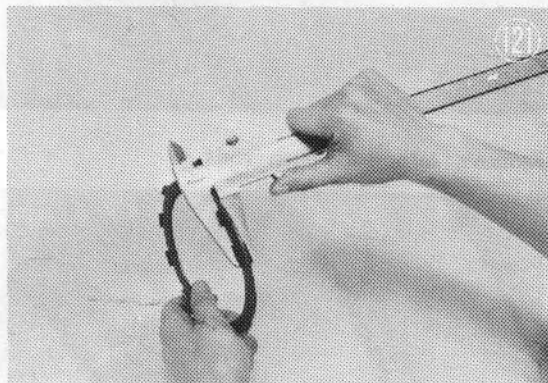


**Table 12 Spring Length**

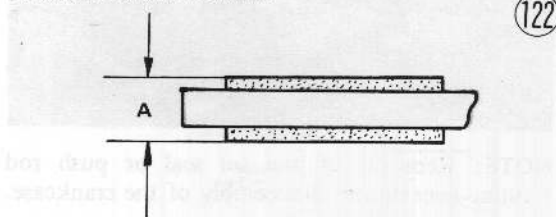
Model	Standard	Service Limit
H1	1.417 in. (36.0 mm)	1.339 in. (34.0 mm)
H2	1.26 in. (32 mm)	1.18 in. (30 mm)

**b. Friction Plates**

Check the cork portion for wear or damage. Measure the thickness of the plates and replace any worn out of tolerance, or where uneven wear or damage is evident.



**Friction Plate Thickness**



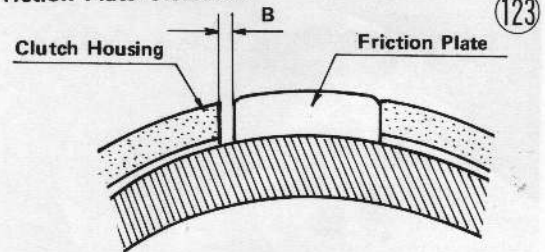
**Table 13 Friction Plate Thickness**

Model	Standard	Service Limit
H1, H2	.110 + .004 in. (2.8 + 0.1 mm)	.098 in (2.5 mm)

**c. Clutch Housing and Friction Plates**

Check gap B between the projections on the friction plates and the clutch housing. Too wide a clearance will cause clutch noise, and too narrow a clearance will prevent the clutch from disengaging properly.

**Friction Plate Clearance**



**Table 14 Clutch Housing/Plate Clearance**

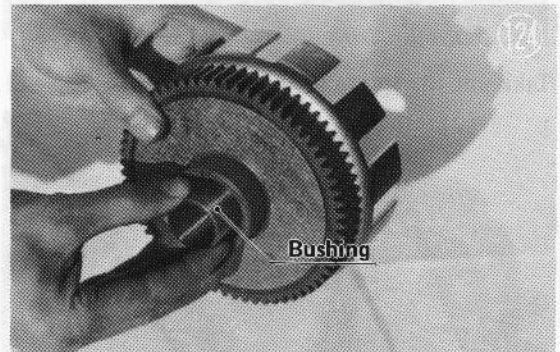
Model	Standard
H1	.0039 – .0157 in. (0.10 – 0.40 mm)
H2	.0035 – .0157 in. (0.09–0.40 mm)

**d. Clutch Housing**

Check the gear teeth for nicks or damage. Depending on the extent of damage, grind the teeth smooth with an oilstone, or replace the gear.

**c. Needle Bearing**

Check the needle bearing and bushing in the clutch housing for play as illustrated. Too much play, or damage to the bearing or bushing will cause clutch noise.



**f. Clutch Release**

(1) Put the inner and outer clutch release gears together and move them back and forth to check for play. Too much play, or cracks or other damage will prevent smooth operation of the clutch. If this is the case, replace the two gears as a set.

