



DEALER PARTS and SERVICE BULLETIN

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INDEX

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= SUBJECTS =

CLUTCH SERVICING

The matter of proper pre-delivery clutch servicing and (most important) owner instruction on clutch maintenance becomes of increasing importance with each passing year. The always rising curves in engine power output places more and more demands upon the clutch. More often the scope of the problem is enlarged by a lack of knowledge on the part of the owner and proper pre-delivery instruction can obviate many service difficulties.

Prior to delivery the dealer should carefully adjust the clutch, being certain there is no slippage from either incorrect cable adjustment or insufficiently tightened springs and also being absolutely sure that the front chaincase is filled to the CORRECT LEVEL with the PROPER OIL WEIGHT. This is always the same as the engine oil being used and is dependent upon the temperature conditions of use.

= OVERFILLING OF THE PRIMARY IS THE COMMONEST CAUSE OF CLUTCH SLIP =

This is seldom occasioned by the dealer's initial servicing, more often being brought about by the owner's lack of knowledge when he attempts his own servicing and in the sincere desire to be certain there is sufficient oil, uses the age-old reasoning that if some is good, more is better. In the primary case this is a sure invitation to trouble. Instruct your owners clearly ...there is only ONE LEVEL POINT, The primary MUST NOT BE OVERFILLED and the OIL WEIGHT CORRECT.

The final owner instruction should be that the clutch MUST NOT BE RUN IN A SLIPPING CONDITION. This point cannot be over-emphasized. Nothing of a mechanical nature immediately happens when a clutch slips and the owner tends to put off a visit to the dealer shop for proper attention to the spring adjustment with the result that a clutch-slip problem that could have been simply resolved in under five minutes BY ATTENTION AT THE RIGHT TIME becomes an expensive major job after the plates have become so glazed that no amount of spring tension will overcome the frictionless condition of the plates.

Another phase of power transmission troubles can occur in the changing of engine sprockets; the smaller the sprocket the greater load on the clutch. Sprockets are often changed at the engine for specialised uses. If a clutch develops any sign of slippage after installation of a small sprocket the adjustment should be made at once. Therefore, if it is contemplated that the machine will not always be under close dealer supervision and maintenance, dealers should - for the relief of unnecessary service obligations - instruct owners as to the fundamentals of clutch and primary drive maintenance, laying maximum stress on the points:

- a) IT IS ESSENTIAL THAT THE PRIMARY BE FILLED TO EXACTLY THE CORRECT LEVEL
- b) THE OIL WEIGHT MUST BE CORRECT.
- c) THE CLUTCH MUST NOT BE USED IN A "SLIPPING" CONDITION. IT MUST BE ADJUSTED IMMEDIATELY.

These strictures are all simple, involving nothing more than a knowledge of what IS CORRECT. A proper understanding can relieve many service problems.