

We don't have a dedicated A65 fitting sheet, if you have any problems fitting it either Frank or myself will try and help. As there is no belt adjustment available, there is nothing needed there. When you remove the old clutch and primary drive, you should also remove the chain tensioner. Clean away any oil in the covers, as the belt must run dry. Also you will need to remove the old clutch hub from the taper gearbox shaft. Make sure you have the woodruff key fitted when you fit the new clutch. It is best to offer up the clutch and engine pulley and just loose assemble to check alignment etc. The large alloy spacer fits up to the pulley and the alternator rotor up to the spacer. Make sure you have the key fitted correctly. The 3 small alloy spacers are to space out the rotor on the studs. This is to give clearance at the pulley flanges that guide the belt. If you get to this stage and find the studs are not long enough, maybe you can e-mail me some photo's to confirm the sort you have. Once you are satisfied all is ok. the nuts can be locktited and done up. Make sure on assembling the clutch plates that you fit a green fibre first followed by a steel and ending with a red fibre to the outside. Assemble the pressure plate with the six springs and nuts, and tighten them down initially 6 turns from the point the nut contacts the spring. Any later adjustment that may be required can be made maintaining equal turns. Make sure the pushrod end fits inside the cup end of the centre adjuster screw. This may need a chamfer grinding on it to a bullet end, so it fits the cup and centres the rod.

The adjuster should be screwed in until it starts to lift the pressure plate, then backed off (anti clock) about 1/2 turn, then lock the locknut. With the bike on the centre stand, select a gear. Then holding the lutch lever in with your left hand, rotate the rear wheel and check the pressure plate runs true without wobbling. Any error can be corrected by screwing down a little on the nut nearest the high point. Taking a little care with this will give an improved clutch release. It is always difficult, not knowing your abilities but assuming you are confident to work on the std clutch and primary, this shouldn't present any difficulty.

Good luck !

Regards,  
Bob.

NB THE PUSHROD END SHOULD BE GROUND TO A BULLET SHAPE TO FIT INTO THE CUP OF THE ADJUSTER.