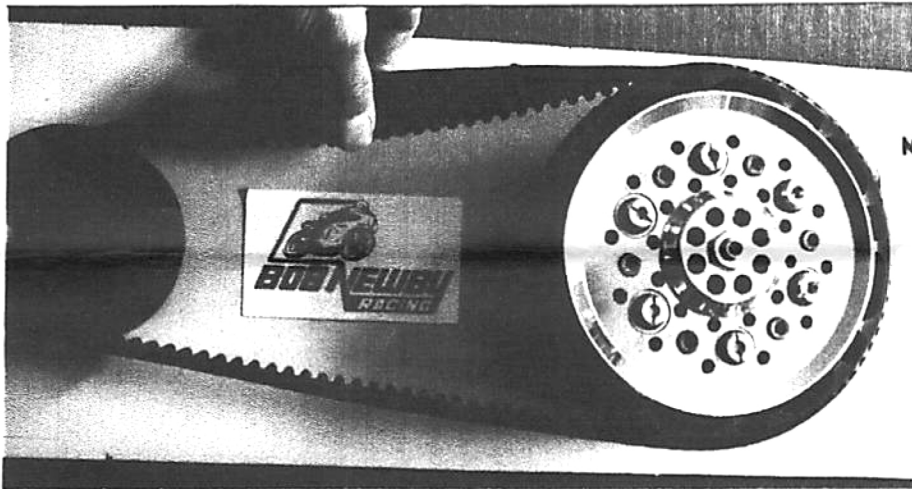


FITTING BELT DRIVE

WITH THE ENGINE PULLEY AND CLUTCH FITTED, SLACKEN GEARBOX FIXING BOLTS AND ADJUSTER.

MOVE THE GEARBOX TOWARDS THE ENGINE TO CLOSE THE SHAFT CENTRES. FIT THE BELT OVER THE PULLEYS. DO NOT FORCE OR PRISE THE BELT INTO POSITION.

WHEN FITTED OVER THE PULLEYS, MOVE THE GEARBOX ADJUSTER BACK TO TIGHTEN THE BELT. THEN REVERSE THE MOVEMENT ON THE ADJUSTER, MOVING THE GEARBOX FORWARD SLIGHTLY UNTIL SOME SLACK CAN BE FELT IN THE BELT. THIS CAN BE MEASURED AS TOTAL UP AND DOWN MOVEMENT OF 25MM. ALTERNATIVELY TWIST THE BELT VERTICAL THROUGH 90 DEG. AS SHOWN. THIS CAN BE CHECKED AGAIN WHEN HOT TO ENSURE SOME PLAY STILL EXISTS. IT IS IMPORTANT THAT SOME PLAY DOES EXIST WHEN HOT OTHERWISE CLUTCH DRAG CAN OCCUR.



CLUTCH ADJUSTMENT

THE CLUTCH PUSHROD MAY NEED SHORTENING TO ALLOW FULL THREAD ENGAGEMENT OF THE ADJUSTING SCREW. IT IS IMPORTANT TO HAVE $\frac{1}{4}$ - $\frac{1}{2}$ TURN FREE PLAY. THIS SHOULD BE CHECKED PERIODICALLY AND AFTER BEDDING IN THE CLUTCH. THE SIX SPRING ADJUSTING NUTS SHOULD INITIALLY BE SCREWED DOWN 6-7 TURNS FROM WHEN THE NUT TOUCHES THE SPRING. CHECK FOR RUN OUT OF THE PRESSURE PLATE BY SPINNING THE REAR WHEEL WHILE HOLDING IN GEAR. ANY RUN OUT CAN BE ADJUSTED OUT BY NOTING ANY HIGH SPOT AND TIGHTENING THE NEAREST NUT. ADDITIONAL OR REDUCED LOAD CAN BE ACHIEVED BY ADJUSTING THE NUTS AN EQUAL NUMBER OF TURNS. ADJUSTMENT IS INFINITELY VARIABLE IN ORDER THAT THE CLUTCH PRESSURE CAN BE MATCHED TO THE ENGINES TORQUE.

PERFECT RUNNING CAN BE ACHIEVED WITH A LITTLE CARE AND WILL RESULT IN A MUCH IMPROVED CLUTCH RELEASE.

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