



SPARES for ROYAL ENFIELD & AMAL

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90042 REPLACEMENT CLUTCH for a 4 SPEED GEARBOX

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The kit consists of

An assembled clutch
Replacement Clutch Pushrods and Pad

Following the instructions in the Workshop Manual, remove the outer primary cover, the alternator, the front engine sprocket, primary chain and original clutch assembly.

Disassemble the supplied clutch taking note of the sequence of plates. There are five friction plates and four plain and the sequence is friction, plain, friction, plain etc. ending with a friction plate under the alloy clutch outer plate.

Fit the new clutch centre and drum together with the front engine sprocket and primary chain. Tighten the clutch centre nut to the required torque, 40 ft/lbs or equivalent.

Fit the supplied clutch rods and ball bearing in place of the original rods and pad

Assemble the friction and plain plates as per the sequence above.

Before fitting the clutch end cover set the centre adjuster to approximately 1mm out as a starting point – it can be finely adjusted later, before you tighten the adjuster lock nut.

Fit the clutch end cover and the six springs and tension nuts.

Evenly tighten the six tension nuts. Initially tighten so that there are two threads showing through each nut. This may well need further adjustment, depending on the engine tune, to get a compromise between clutch lever pressure and clutch performance.

Set the clutch rod adjustment.

- Disconnect the cable at the handlebar end
- Set the adjuster inside the gearbox outer cover so that the clutch actuating arm is approximately 5mm from the inside face of the gearbox cover. If the required clearance cannot be achieved using the adjuster inside the gearbox cover then reset the adjuster on the clutch outer plate to compensate and re-adjust.
- Refit the cable at the handlebar lever and adjust the cable so there is approximately 3mm cable play.
- After the clutch friction plates have bedded in the clutch adjustment procedure and setting the six tension nuts may need to be repeated.

Adjust the primary chain tension to a total of 6mm up and down movement at the centre point of the top chain run.

Re-fit the alternator. Extreme care must be taken to ensure there is an even air gap all round the alternator rotor. Use an air gap gauge and check at several different rotations of the rotor.

Fit the outer primary cover and fill the primary drive with ATF to the required level.