

Belt Drives Ltd.

Clutch Adjustment Procedures for Belt & Chain Drives

"Wet or Dry, You Need to Pre-Soak or Stain All New Clutch Friction Plates"

NON-HYDRAULIC CLUTCH METHODS

An improperly adjusted clutch will cause premature failure of major clutch components that can consist of the: Transmission Mainshaft, Throw-out bearing, Clutch rod ends, Pressure plate, Clutch plates and clutch cable ends, Some Year and Model motorcycles are equipped with a Ball and Ramp system in the transmission side cover, verify that they are seated in their most upright (home) position.

* Note: earlier models with a clutch release arm refer to the OEM service manual to set the clutch release arm to its proper distance and position then proceed from step #6 of procedure 1, and step #5 of procedure 2

There are various ways to adjust your clutch, we have listed two, of the most common procedures. Choose one of the following procedures to aide you with your particular clutch adjustment.

(Procedure 1)

1. Remove clutch cable from any frame mounted cable clamps or supports, loosen in line cable adjuster jam nut and fully collapse the in-line cable adjuster.
2. Loosen the clutch adjuster screw jam nut "in pressure plate" and back jam nut 3-4 complete turns.
3. Screw clutch adjuster screw inward until it bottoms out and pressure plate spins, this will ensure that the ball and ramp in the right-side cover are seated as far back as they will go.
4. Slowly back adjuster screw outward while at the same time apply light pressure to you clutch lever, slowly walk the clutch lever back to the hand grip until it stops and stays there with no tension, at the hand grip, Stop at this point.
5. Slowly turn adjuster screw inwards "clockwise" while watching clutch lever travel outwards.
6. Once clutch lever has stopped moving away from the hand grip. Back adjusting screw out "counter clockwise" 1/4 to 1/2 turn." We like ½ turn"
7. Snug up the adjuster jam nut, adjust cable free play to the desired 1/8" from inside edge of cable Ferrule to outside edge of clutch perch, snug up cable adjuster jam nut and test clutch lever pull and clutch pressure plate travel. You should be able to pull in the clutch lever and be able to turn pressure plate by hand. Minimum travel of pressure plate should be no less than .060" to disengage clutch plates.

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8. Perform final lock down of cable and adjuster jam nuts. slide any rubber boots back into place, reinsert cable into any cable clamps, replace any removed Gaskets, Fluids and Covers.
9. Test ride motorcycle and verify proper clutch operation. Easy to shift, Easy to find neutral, No dragging at light with clutch lever pulled in, No slipping of clutch under riding conditions easy or hard.

Procedure (2)

1. Loosen in line cable adjuster jam nut and fully collapse the in-line cable adjuster.
2. Loosen the clutch cable adjuster screw jam nut and back out adjuster screw “counter clockwise” 1 complete turn.
3. Slowly turn adjuster screw inward “clockwise” until you feel the adjusting screw meet resistance.
4. Back out adjusting screw $\frac{1}{4}$ to $\frac{1}{2}$ turn. “We like $\frac{1}{2}$ turn”
5. Snug up the adjuster jam nut, adjust cable free play to the desired $\frac{1}{8}$ ” from inside edge of cable Ferrule to outside edge of clutch perch, snug up cable adjuster jam nut and test clutch lever pull and clutch pressure plate travel. You should be able to pull in clutch lever and be able to turn pressure plate. Minimum travel of pressure plate should be no less than .060” to disengage clutch plates.
6. Perform final lock down of jam nuts. Slide any rubber boots back into place, replace any removed Gaskets, Fluids and Covers.
7. Test ride motorcycle and verify proper clutch operation. Easy to shift, Easy to find neutral, no dragging at light with clutch lever pulled in, No slipping of clutch under riding conditions easy or hard.

Procedure (3)

1970-1978 & 1979-Early 1984

SEE OEM SERVICE MANUAL, “CLUTCH ADJUSTMENT” “READ YOUR OEM SERVICE MANUAL”

There are specific measurements for setting the clutch release arm from the starter body 1978 and earlier. And to the rotary top cover. Depending on the year of the motorcycle.

Pressure plate spring retainer measurement is $1\text{-}1/32^{\text{ND}}$. From rolled lip to pressure plate spring contact surface, 1936 – E1984, Set height buy adjusting the (3) notched nuts, Can be (5) notch nuts on aftermarket hubs. H-D only made 3 long stud hubs, never a 5 long stud hub

Clutch release arm from starter body air gap is, $3/8$ ” – $5/8$ ”, 1665 - 1978

Clutch release arm to back of rotary top trans cover measurement is, $13/16$ ”, 1979- E1984

Free play from clutch lever to clutch perch housing is, $1/16$ ” – $1/8$ ”