

Maintenance Attention

Clutch adjustment
Fig. 26

Main clutch. Unhook the return spring (1) and unlock the nut from the adjuster (2). Turn the adjuster, clockwise viewed from the rear, until the free movement of the lever (3) is just eliminated. Back off the adjuster, anti-clockwise, two-and-one-third revolutions (14 flats of the hexagon) ensuring that the push-rod is not allowed to turn, then lock it in this position with the nut. Check that the lever free movement is now approximately 2,5 mm (0.1 in), then refit the return spring.

Check that the clutch releases fully when the pedal is depressed. Bleed the hydraulic system if the pedal feels spongy.

P.T.O. clutch. The free travel (A) of the P.T.O. clutch hand lever from the fully forward position should be 40 mm (1.6 in). If required, remove the clevis pin (4) and turn the fork end (5) until the free travel is correct when the clevis pin is refitted.

Check that the P.T.O. clutch releases fully when the hand lever is pulled rearward to its catch.

Clutch bleeding
Fig. 26

Check that the free travel (B) of the pedal pad is 8 to 13 mm (0.3 to 0.5 in), before the push-rod contacts the master cylinder piston. Adjust the return stop screw (7) if required, clockwise to increase the free travel, anti-clockwise to decrease the free travel.

Attach a rubber tube to the bleed screw (8) and submerge the free end in a small quantity of brake fluid held in a transparent container. Slacken the bleed screw one complete turn. Push the pedal down through the full stroke followed by three short rapid strokes then allow the pedal to return quickly to its stop. Repeat this action ensuring the fluid reservoir is maintained full, until the fluid flowing into the container is free of air bubbles, then tighten the bleed screw on the last downward stroke of the pedal. Do not re-use fluid expelled by the system.

Fig. 26

