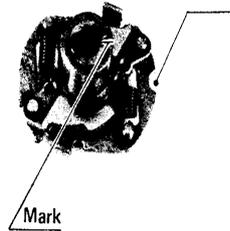


2. When installing the cam, align the mark on the cam with the notch on the advancer body.



CLUTCH HUB AND CLUTCH PLATES

Removal:

- With the motorcycle on its center stand, place an oil pan beneath the engine, and remove the engine oil drain plug and washer to drain out the oil.
- After the oil has drained, tighten the drain plug with 3~3.5 kg-m (22~25 ft-lbs) of torque.
- Remove the timing advancer (Pg. 52).
- Remove the screws (12), and pull off the right engine cover and gasket. There is a slot to facilitate cover removal. Pry this point with a slot screwdriver.

DISASSEMBLY 53

- Remove the clutch spring bolts 16 (5), washers 15, (5), and springs 14 (5).
- Pull off the spring plate 13, pull out the spring plate pusher 12, and tilt the motorcycle so that the steel ball 11 will fall out.
- Remove the friction plates 7 (8) and steel plates 8 (7).
- Hold the clutch hub from turning using a clutch holder (special tool), and remove the clutch hub nut 10 and washer 9.



- Pull off the clutch hub 6. There is a thrust washer 4 at the rear of the clutch hub.

NOTE: The clutch housing cannot be removed without major disassembly work. To remove the clutch housing refer to the transmission removal section (Pg. 60).

Installation:

- Install the thrust washer, clutch hub, and flat washer. Replace the clutch hub nut with a new one, screw on the nut, and tighten it with 12~15 kg-m (87 ~ 108 ft-lbs) of torque, while holding the hub stationary with the clutch holder (special tool).

WARNING The washer between the clutch hub and the clutch hub nut must be installed with

the marked side, "out side", facing out. If this washer is installed backwards, the hub nut might loosen during operation. This causes clutch disengagement and might cause primary chain breakage by the misalignment of the primary and the clutch housing sprockets, resulting in loss of motorcycle control.

