

b. Clutch Release

Fig. 111 is a breakdown diagram of the H1 clutch release mechanism. The toothed portions of the inner and outer clutch release gears are made of nylon. The inside of the inner release gear is partially threaded and an adjusting screw is screwed into it. The end of the screw transfers motion to push rod A, which is inserted into the opposite end of the inner release gear, and extends into the drive shaft. This rod in turn moves push rod B and the clutch spring plate pusher, also inside the drive shaft.

2) Operation

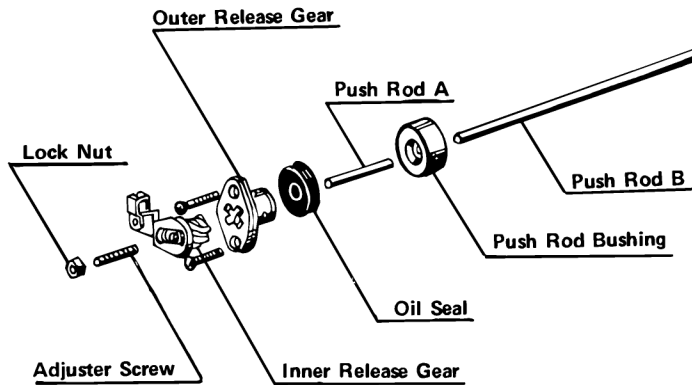
The transfer of motion from the crankshaft to the transmission is interrupted by the action of the friction plates and clutch steel plates. When the clutch is engaged, the spring plate, by clutch

spring tension received via the spring guides, forces the friction and clutch plates together. And by friction between the two sets of plates, the rotation of the clutch housing is transmitted to the clutch hub. Thus, the drive train is as follows: crankshaft → primary gear → clutch housing → friction plates → steel plates → clutch hub → transmission drive shaft.

Going back to the clutch lever, the inner release gear is turned via the clutch cable and release lever, and push rod A, push rod B, clutch spring plate pusher and spring plate are pushed against the spring tension. Because of this, tension holding clutch and friction plates together is relaxed, friction is reduced so the plates turn freely of each other, and consequently power transmission between the clutch housing and the clutch hub is interrupted.

H1 Clutch Release

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Clutch

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