

Primary Drive Conversions.

1. Endless primary chain.

To facilitate the use of endless primary chain (no joining link to come undone) the Primary drive sprocket needs to be drilled and tapped so it can be pulled of with a puller that does not rely on hooking under the sprocket teeth because the chain will still be in place. Two holes tapped M6 opposite each other are sufficient. Note it may be necessary to grind through surface hardening before drilling.

Consideration also needs to be given to the Clutch compressing tool as this to cannot now fit behind sprocket teeth on the clutch body. The options are one that fits the basket of the clutch (prone to slip) or one that uses chain case mounting holes (prone to push main shaft bearing in if it is not tight in housing) the choice is yours.



Sprocket puller on modified primary sprocket



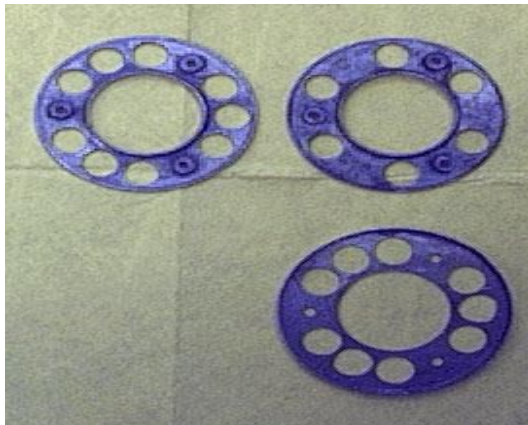
Clutch compressing tool using chain case bolts

2. Primary chain lubrication.

Primary chain lubrication can be increased by fitting a deflector around the outside of the clutch sprocket this stops the chain from flinging the oil right to the back of the chain case. Various different versions have been built some just deflectors some feed oil from deflector to primary drive sprocket.

3. Nine spring conversion

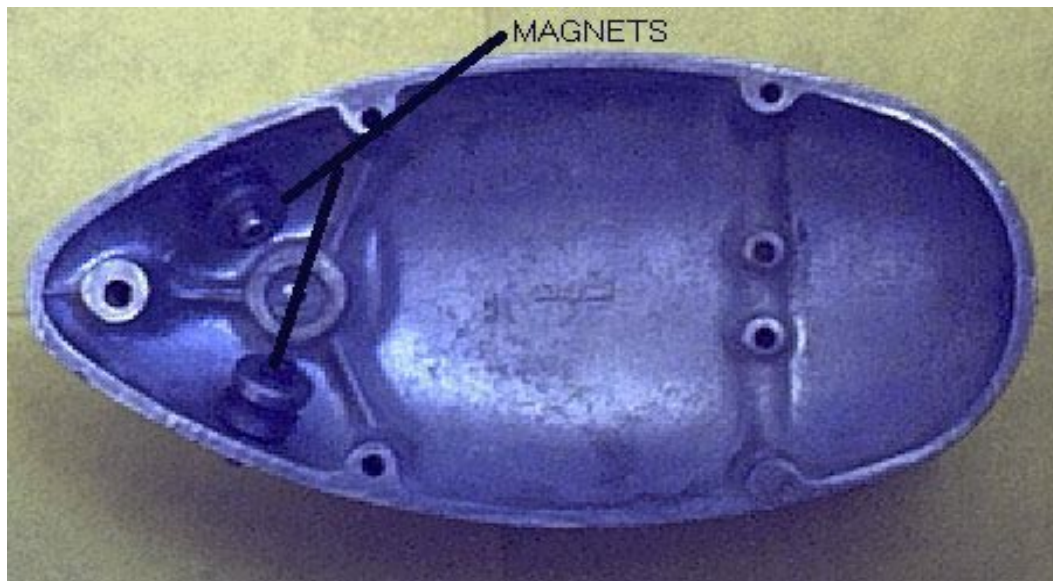
This requires modifying the spring carrier plate with an additional three holes in the vacant gaps to take additional clutch cups. The outer retainer/cover plate will need modifying in the same way.



4. Steel to Steel conversion

To convert to an all steel clutch the corked plates have the cork removed the plates are then drilled and slotted so that they become petals. These plates are then hardened. The plain plates are reduced in width to approx 10mm (ie centre machined out). I use a three plate body to house the plates with approximately 7mm gap between last plate and pressure plate. The clutch centre is a three plate one machined to use a Four plate radial thrust bearing instead of plain bronze thrust plate.

Note:- if hardened plates are not available ordinary modified one will work but will wear at same rate as plain plates. A magnet or two should be fitted to pick up the metal debris that occurs from use of this type of clutch. Oil changes should be regular as well.



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