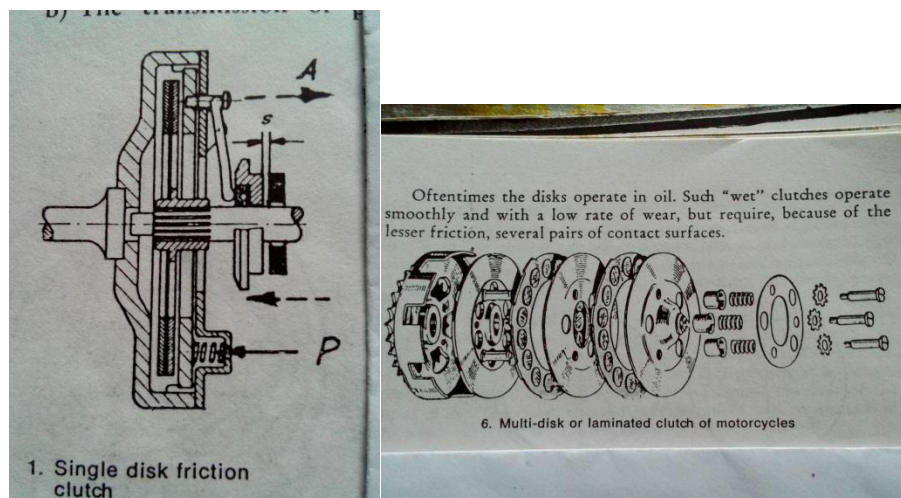




(1)

## DO-IT-YOURSELF- #10. Clutch rebuilding of Vespa/Bajaj(Two stroke)Scooter.

The clutch is a disengageable connection between engine & power train(gearbox).Normally it is engaged. The hand liver of motorcycle or scooter permit it disengaging.This requirement necessary when setting in motion in order to match the speed of power train to the speed of the engine by engaging smoothly. The transmission of power normally most clutches is accomplished by friction. Therefore the clutch carries frictional surfaces which are pressed against one another by the force of springs.



**(a) Single disk friction clutch**

**(b) Multi disk clutch(motorcycle)**

The scooters which we concern in this texture use multy disk clutch and also the disks operate in oil. Although such “wet” clutches operate smoothly & with a low rate of wear but should be rebuilt due to varios reasons such as cork plate worn or burnt, diffective clutch springs, clutch plate stuck, flattend plates, Thrust plate & plunger worn, wear in slots of clutch housing, corked plate glazed etc; .

The clutch assembly can be dismantled in the following manner.

- (a) Put the cluth compressor through the central clutch hole.
- (b) Tight it untill the presure enough on the circular perimeter to enable realesing the larg circlip.



(2)

(c) Remove the ring( large circlip) by pulling it out of the grove.

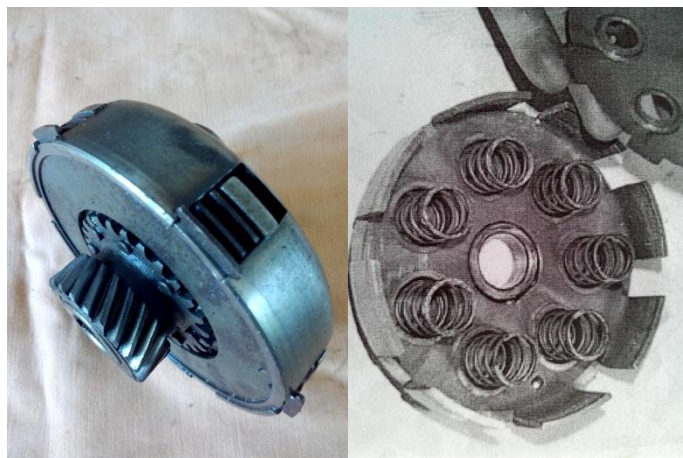
(d) once the large circlip (ring) is removed, the all cork plates & steel plates could be removed.



**(a) Clutch compressor**

**(b) Homemade clutch compressor & Clutch lock**

The clutch compressor needs to be remove lastly in order to remove the center gear from the clutch basket & to have a access to springs.



**(a) Clutch unit**

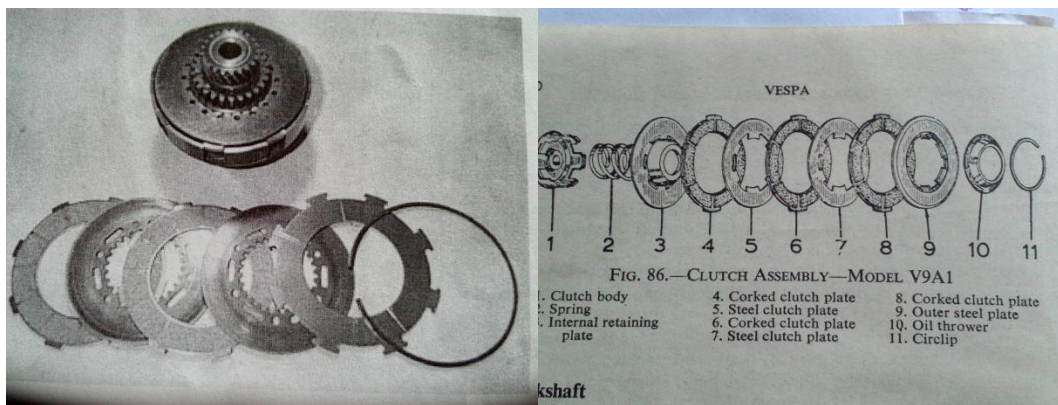
**(b) clutch springs**

**Prior to assemble the clutch carefully inspect the clutch housing for wear or rigs in the slots , condition of the circlip grove, examine both steel & cork plates for**

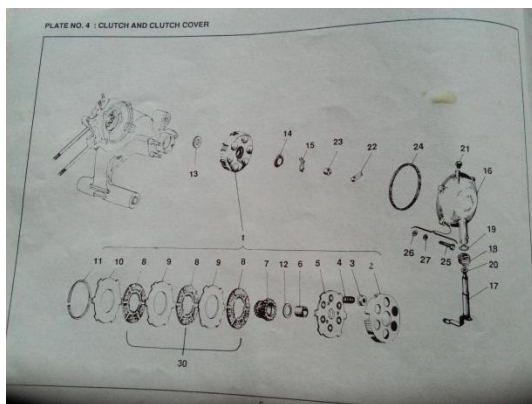


(3)

wear, inspect clutch springs & large circlip for tension, On later 150cc models, the clutch gear is riveted to the flanged plate: check the security of rivets, inspect the bronze bush between gear and clutch body for wear or seize marks and replace with new parts as necessary. When reassemble ensure that the springs are properly seated in the recesses. Failure to ensure correct spring assembly can result in a “Dragging” clutch. The corked plates should be soaked in Oil before assembly.



### Sequence of assemble clutch



### Clutch & clutch cover

Alex Ranasinghe

Alex Ranasinghe  
 B Com (Special) ,Diploma in Personal management ,  
 Certificate in Labour Law, Diploma in Video Productions