

RIDER TRANSMISSION CLUTCH & BRAKE ADJUSTMENT

11th July 1994

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Serial Numbers 1000-MY'95

This Bulletin Replaces R8.94 & R8A.94

The Rider transmission system must first be checked to ascertain whether the following parts have been fitted :

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| 1. Belt keeper on clutch plate stud | 30-1331-00 |
| 2. Transaxle belt pin | 32-7200-00 |
| 3. Small belt keeper (on double PTO pulley) | 30-1329-00 |
| 4. Clutching plate | 32-7201-01 |
| 5. 'Waisted' engine pulley | 18-3142-01 |
| 6. Clutch jockey pulley (no longer a 'V') | 20-8115-00 |

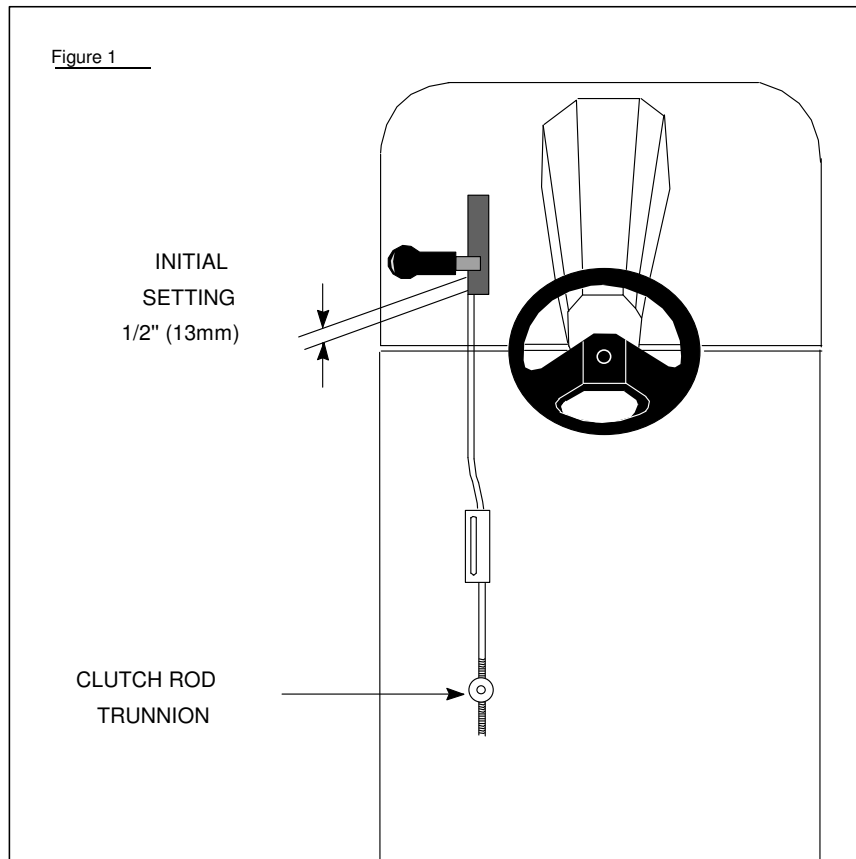
If these parts have not been fitted then these must be obtained from the Countax Spares Department before the adjustments can be carried out. They must then be fitted with reference to Figure 1 of this bulletin. **A new drive belt should be fitted if these adjustments are required.**

The following procedure must be followed when fitting or adjusting a Rider Transmission belt. **This procedure must also be followed if any de-clutching or gear changing problems are encountered.**

1. Disconnect the brake rod from the clutching plate (secured with a rue clip) and depress the pedal until it is at the end of its slot. With the pedal in this position adjust the clutch rod trunnion until the clutch jockey pulley just misses the engine pulley.
2. With the belt under tension (in the drive position) set the keepers and pegs in accordance with Figure 1. These settings are important and should be double checked.
3. The brake rod can now be re-connected and the park brake re-set. Engage the park brake and if necessary adjust the 3/8" nut until the park brake is disengaged. At this point re-tighten the 3/8" nut until the rear wheels just lock when the rider is pushed.

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**THE RIDER MUST NOW BE CHECKED FOR DECLUTCHING.**

This is carried out by the following test:-

Reverse the Rider up a slope and with the machine half-way up slowly dip the brake pedal until the clutch disengages, but before the brake takes effect; the Rider should then freewheel down the slope. If this position can not be achieved then further adjustment of the clutch rod trunnion may be required in conjunction with the setting of the park brake to achieve this condition. **DAMAGE TO THE TRANSMISSION WILL OCCUR IF THIS IS INCORRECTLY SET.**

Note: The wrong brake spring has been fitted to some of the early Riders. This can be checked by measuring the outside diameter and its length. The correct spring should measure 18mm on its diameter and 23mm long. The part number for the correct spring is 25-8083-00.

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Figure 2