

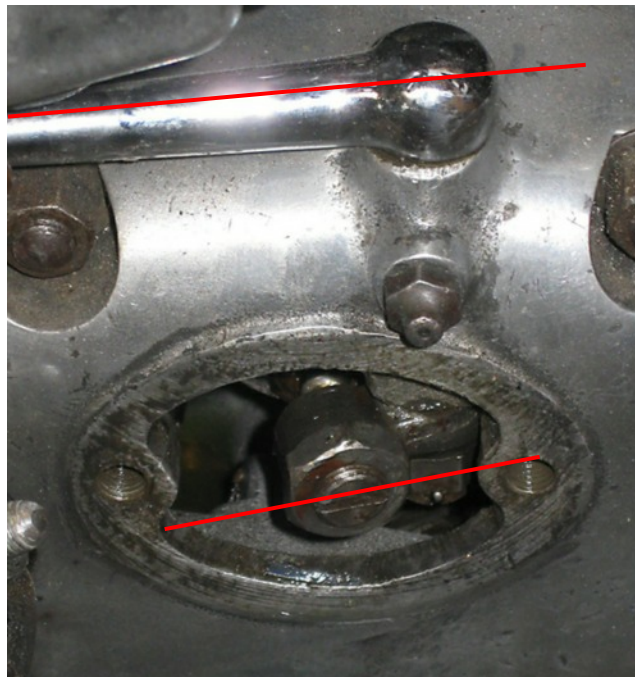
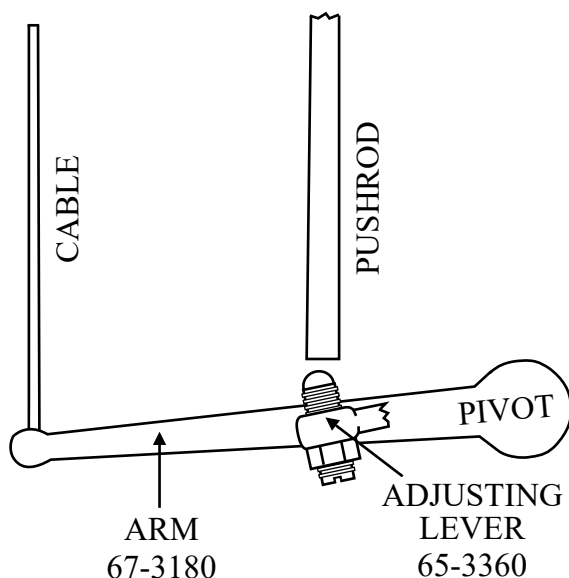
B.S.A. A10 CLUTCH ADJUSTMENT AT GEARBOX

WITH 1/16" FREE PLAY AT LEVER

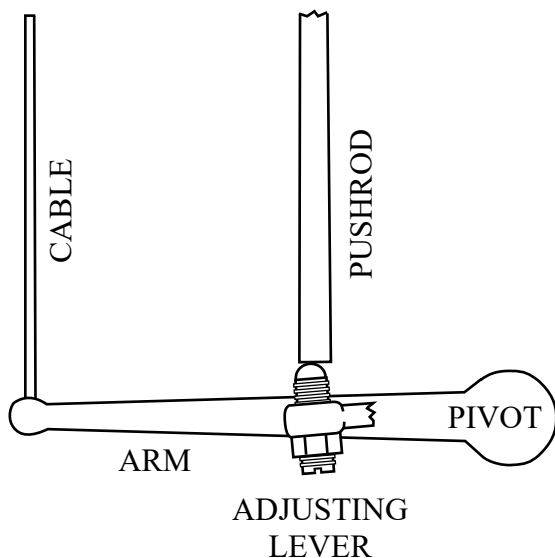
The inner adjusting lever 65-3360 hangs out a little from the clutch operating arm 67-3180 when the operating arm is not being pulled (i.e. clutch engaged). The position of the arm at rest is correct when making an angle of slightly under 90° to the cable and pushrod.

With the lever pulled in slightly aim for 90° between the operating arm and the cable and with the ball in the adjusting lever just touching the end of the pushrod but not pushing on it. This gives maximum travel and leverage on the pushrod when the operating arm is pulled further in. The ball may not be exactly in the centre of the end of the pushrod with clutch engaged, but it'll move to a more centralised position on the end of the pushrod when the operating arm is pulled past the 90°. A small amount of off-centre will make such a small difference that any sideways force on the pushrod is minuscule.

CLUTCH ENGAGED



MIDWAY POSITION



CLUTCH DISENGAGED

