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FITTING CONWAYS HONDA CLUTCH (PR50-C1) TO BURMAN GEARBOX

Drain primary chain-case oil.

Remove l/hand footrest hanger, primary chain-case cover and ESA. (If you do not have a split link chain. If you do it is not necessary to remove the ESA)

Remove chain and Burman clutch.

Take off bearing track and inner thick washer from gearbox main-shaft.

Wash out any contamination and oil from chain-case & cover.

Fit new thick washer supplied over main-shaft. Note: This washer is relieved on one side to give clearance for the clutch bearing. Fit it with the recess outwards towards the clutch.

Make sure the inner basket of the new clutch is pushed fully home into the outer basket. Fit chain over clutch sprocket and engine sprocket and fit clutch and ESA onto their shafts or refit chain spring link.

The splines of the new clutch are longer than those of the old clutch. This gives better engagement and longer life but might cause a tight fit. Use a hide mallet to gently tap the centre onto the shaft

Do not use excessive force which may damage the very thin retainer for the circlip of the main-shaft bearing on the kick-start end of the shaft.

If the Clutch is very tight use a Swiss File to relieve both the Main-Shaft Splines and the Clutch Splines until a tight sliding fit is achieved. If you have fitted the Clutch too tight and cannot remove it, we have a Puller that we can offer to remove the Clutch without damage. Please ask us rather than risk damaging the assembly.

If the splines on your main-shaft are worn it does not matter because the new clutch centre will engage good unworn splines behind the worn ones. Fit the Top Hat nut provided after ensuring that the grub screw locker is below the surface of the nut. Put bike in top gear, with a hammer handle of similar, through the spokes of the rear wheel against the spoke nipples and RFM tubes or torque stays.

Fully tighten centre nut (1.5/16" or 33mm socket) and screw in locking grub screw (which is 2BA or 3/16"BSF not metric)

If the ESA was removed, re-fit the 18 spring dimpled plate (PD5) over the outer end of splined cam sleeve (PD4) with the dimples facing outwards away from the springs. This has proved to reduce spring breakage.

