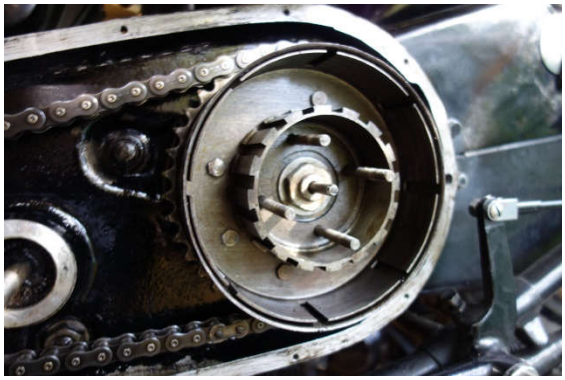
How to Check the Clutch Rubbers

Many clutches on Burman gearboxes have rubber pads in which the sprocket is mounted floating. They act as a buffer between the sprocket and the clutch. So the clutch basket, which holds all clutch plates, is actually separate from the drive sprocket and has six holes, each with a rubber washer under a metal cap. The basket and the sprocket are held together by pins that go through the middle of the rubber discs, but they are not locked. As the engine torque is applied, the sprocket first moves relative to the basket, compressing the rubber discs which then transmit the movement to the clutch basket and drive train.



All clutch plates must first be removed for inspection. The basket/sprocket assembly is then disconnected. To do this, a lock washer must be removed and a large 26mm nut loosened with a socket wrench. **Caution**: If the clutch assembly is then pulled out, 24 bearing rollers will fall out. In order not to lose the rollers, one should catch them with a tray underneath (I took a baking tray).

The rollers can be reassembled later with grease to hold them. If one turns the basket/sprocket unit upside down, the rubbers can be found in corresponding holders under metal plates with elliptical recesses for the nuts. The nuts are normally held by grit holes that widen the bolt head. This is important to prevent the nuts from coming off during driving, which would have fatal consequences. When reassembling the bolt, either one puts a new punch with a center punch or one uses Loctide.

The rubbers should not be squeezed out anywhere or be soft, and one should check if the basket/sprocket is prevented from rotating when moved firmly by hand - everything should feel solid. To put the rollers back in place one can "glue" them with grease. Then everything can be reassembled.

The individual parts can be found here under part numbers 113 – 116.

The entire parts list is at http://thevincent.com/Comet_G97_Burman.html