



# SERVICE INFORMATION

Techn.Cust.Service  
VKT 20 fñ/cb/ca

Motor cycle R50/5,R60/5,R75/5  
Group: Transmission

Munich, Dec.2nd 70  
No. 2/70 (295) e

## Ref.: Clutch Complaints

Dear Sirs,

as main reason for the clutch knock-like engagement of the clutch which got known in various cases, is due to a too large axial clearance of the main driveshaft of the transmission in connection with the serration of the drive shaft, formed by fretting corrosion.

As a remedy adjust transmission main drive shaft correctly; the given axial clearance is 0 + 0,1 mm - clean the serration and lubricate slightly with Molykote-, graphite or HD bearing lubricant.

To be sure also check whether at the engine side the transmission housing is in order. (transmission shaft)

A knock-like clutch engagement can also result from the fact that the pressure rod, ordering No. 23 21 1 230 106, in the guide drilling of the pressure body, ordering No. 23 21 1 230 107, of the pressure bearing (ball cage with balls) ordering No. 23 21 1 230 961, e.g. the centering of the pressure, ordering No. 23 21 1 251 801, seizes.

## Remedy:

1. Remove transmission according to shop manual article 23 00 020
2. Dismount pressure rod, pressure piston and pressure bearing and check for seize areas.
3. Remove minor seize marks on the pressure rod with emery paper. At big damage renew defective parts.  
The guide drilling in pressure piston should have a diameter of 6.2 H9 mm; if necessary take care for a 0.2 mm clearance of the pressure rod in the pressure piston. If you renew the pressure bearing, control the outer diameter (22,7 h 11 mm).
4. Installation should be in the opposite procedure. By insertion of the pressure piston the oil seal should not be turned backwards.

- 2 -

| Kenntnis genommen - Pris connaissance - Noted - Tomado nota - Preso conoscenza |  |   |  | Ablage - Archives - File - Archivo   |   |  |  |
|--|--|---|--|--|---|--|--|
| Betriebsleitung<br>Direction<br>Management<br>Dirección                        | Werkstatt<br>Atelier<br>Workshop<br>Taller | KD-Annahme<br>Réception clientèle<br>Cust. reception<br>Recepción clientela | Gewährl.-Sachb.<br>Inspecteur garantie<br>Warranty inspector<br>Inspector garantía | E-Teildienst<br>Service pièces détachées<br>Spare parts service<br>Servicio de recambios | Betriebsleitung<br>Direction<br>Management<br>Dirección | Werkstatt<br>Atelier<br>Workshop<br>Taller |  |

The serration should be slightly greased with Molykote, graphite or HD lubricant.

### Remarks

It is recommended to remove the transmission for this repair work, because the pressure rod can be inserted from the clutch side and the felt seal, ordering No. 23 21 1 230 440, will not be damaged at all with this repair method. Before mounting the felt seal, rinse with grease for hot bearings.

With these two repair methods all cases of knock-like clutch engagement have been repaired.

Other sources of clutch complaints and repairs are to be done as follows:

#### 1. Clutch difficult to operate

- 1.1. At half pulled hand brake the clutch release bearing should be rectangular to the transmission axle.
- 1.2 Dry mechanically operated elements. Hand lever, cable line, release lever and all friction areas should be lubricated.

#### 2. Clutch slipping

- 2.1. Not enough clearance. Given release lever clearance of 2 mm to be adjusted.
- 2.2. At R75/5 cup spring of the R50/5 or R60/5 was installed. Indicated cup spring should be installed.
- 2.3. Pressure ring deformed or pressure plate worn out. Replace worn out parts.

Very truly yours

BAYERISCHE MOTOREN WERKE  
Aktiengesellschaft  
ppa.

  
D. Lieske

  
Bennewitz