

## Annoying Rattle at Ticker over - Clutch Damper Springs

Has you Z got an annoying rattle from the clutch area at idle?

The good news is that it won't really affect the function of the bike.

The bad news is that it is probably a broken or lose clutch damper spring in the back of the clutch basket - and you can't get to the clutch basket without splitting the crank cases.



Sadly – it is a common problem on high mileage bikes, or ones that have had a hard life.

If you are going to do a full rebuild of the engine (and split the crank) you should check the springs very carefully. If they are broken or worn, you can either buy a second hand basket (but there is no guarantee it will be any better) or refurbish the clutch basket (replace the springs is best).

It is quite a specialised job; you have to grind off the 3 rivets (as shown above) and then find the springs and replace them before riveting it back together again.

Rather than do this, I would suggest getting a fully refurbished unit from Mark at MK Classics (07817 261022) rather than attempting it yourself.

If the rattle is just too irritating and you don't fancy taking on the job yourself, you could always try asking Mark to do it for you!

It is recommended that if you go to all of the trouble of refurbishing the clutch basket you replace the needle roller bearing at the same time (part number 92046-028 - <https://www.z-power.co.uk/clutch-bearing-6507509001000>). They do wear, and it's relatively inexpensive!

If you are interested in Mark to refurbishing the clutch basket for you, these are some notes from his Facebook site along with some photos of whats involved

All work is done in house and involves the following.

- Rivet heads are machined off.
- The basket is pressed apart using our custom jig which supports the basket close to the rivets to avoid stress to the cast basket.
- The basket is dismantled, cleaned and vapour blasted to remove all traces of old oil and clutch material.
- New springs and rivets are installed, again using the custom jig so that no pressure is put on the basket. The rivets are a press fit, but the tool is used to hold the parts of the basket tight whilst a tack weld is made.
- The rivets are long enough that there is enough material to TIG weld them with NO filler rod, so no there are no balance issues.
- In the pictures you can see the custom jig in use as well as the difference in length of original and new springs.
- Sometimes, the springs have moved around and work through the support plate inside the basket

[mark@mkbsl.co.uk](mailto:mark@mkbsl.co.uk)

07817 261022

