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Engine Sprocket and Clutch Removal / Installation

A reversible impact wrench has been used successfully to remove both the engine sprocket and the clutch basket nut.

However, it's been debatable whether you can accurately install them back to proper torque without using a torque wrench instead.





Engine and Clutch Sprocket Locking Tools

4 Speed

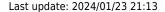
Here's a very simple and easy (and free) tool to make to lock your clutch hub to remove or torque the nut.

Take 2 clutch discs and 3 steels, install them into your clutch hub assembly, drill two 5/16 holes thru the old

clutches and steels, and use 2 1/4 inch bolts to bolt them together. Leave the bolts just a shade loose so fitting the tool back into the hub is made easier because the parts can float around a little. Now install your

2 pieces of 1 x 1 angle iron cut to 4 inches in between the sprocket and drum as a jamming tool and you are

all locked up without buying an expensive holding tool. 3)







Clutch Sprocket Locking Tool 4)

This is the sprag I used to jam the clutch and engine sprockets to tighten the engine mainshaft nut (120 foot pounds). It has a divot cut out of it for the where the

footpeg mount goes in a 77 model. It is right on 4" long and made from about 1/4" flat strap. It is wide enough to fit on all three rows of the teeth on the sprocket.

It is made from a piece of scrap metal so the countersunk hole is not necessary, just part of whatever it was before it became a special tool. It fits between the two

sprockets to stop them from turning 5)







Two more little pieces to jam between the inner and outer clutch drums, with the main sprag still in place. You have to be careful to keep them all in position when tightening. ⁶⁾





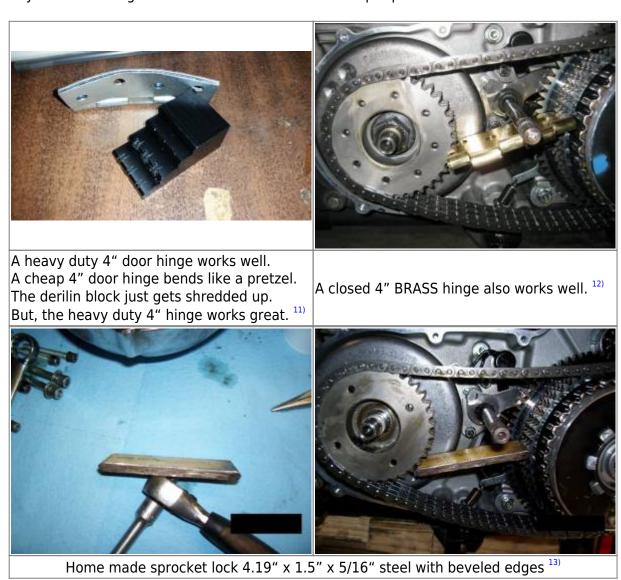
Clutch Sprocket Locking Tools 7)

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5 Speed

Any of these 'wedges' can be used but be sure not to put pressure on the shifter shaft with them.



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4)

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VaFish

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