

JSJ Minibike Clutch Kit

DANGER!! Make sure you have a clutch guard installed that is strong enough to deflect a run-away clutch away from humans. A clutch turning 7000 rpm can go right thru a human body! Follow these instructions!

The JSJ clutch kit is made specifically to mount a quality affordable $\frac{3}{4}$ " clutch to the late 50s/ early 60s Big McCulloch chainsaws with the stubby crank. (Mc15, 250, 300, etc.) No need to hunt down a kart crank, and disassemble the engine. The clutch is a Noram RC60, a sturdy 11 tooth 4 cycle clutch that has been re-sprung for 2 cycle use. The drum bushing is also turned down in length approx. .060" (1/16") The adapter is CNC machined, and should require no further clearance adjusting.

Start by cleaning all oil, grease, and dirt, off the crank end, and clean the oil off the adapter threads with gas, solvent or thinner. The threads need to be clean and dry. Install the thrust washer/seal guard (5/8 ID) on the crank. Assemble the clutch guts onto the adapter, set screws outward, 3/16 key installed, next the $\frac{3}{4}$ ID steel spacer washer, clutch bushing, and drum over the bushing. Thread the whole mess onto the crank, and just snug with a wrench. Check the end play in the clutch, and make sure its between about .006 and .030", prefer about .020, and that the bushing is not being squeezed. There is also a fiber washer supplied, that can be used to adjust the end play if needed. The test kart we've been using, required only the steel washer, but you may have to combo up something to get the required clearance. Drum should spin freely. If everything is good, pull the clutch guts outward by hand, and snug the 2 set screws evenly. There should be no clearance at the adapter head, and clutch guts. Check the run-out (wobble) at the nut-end of the adapter. There should be no more than .003". Do not use the whole set up if there's more than that! The crank or crank threads cannot be bent, at all! Still good?, remove the adapter from the engine, oil the clutch bushing inside and outside with motor oil, shake up the supplied BLUE thread locker (loc-tite), apply 3-4 drops on the crank thread only, and reinstall the clutch/adapter, and torque to 25 Ft. Lbs. Check end play and run-out again. Retighten the set screws until you think the hex is going to strip out. After running the engine for 10 minutes, snug the set screws again. They will eventually 'seat' and stay put. If they come loose, it will ruin the keyways in short order. Extra setscrews and hex key is supplied.

Hints:

Do not get the bushing oil on the threads!

I'd let the loc-tite dry over night. You will need an air impact to get it off.

Remember the thread is LH

Do not loc-tite the set screws. They'll never move again.

Do not use RED loc-tite! I made that mistake, and almost didn't get the clutch off.

Do it right, it'll work awesome!