

## Servicing the clutch on Older CPTs

The clutch should be cleaned and lubed once each season to provide a lone service life, more frequently if used for cruising. Without lubrication the hub of the clutch gear wears, putting stress on the shear pins. If the tip of a shear pin ever shears off, the tip can sometimes get stuck behind the driveplate, causing a screeching sound. The following steps describe how to take the clutch and driveplate apart for servicing.

1. Remove clutch: Make sure the ends of the two sheer-pin screws are not bent, then remove the two screws from the back of the clutch. Remove the circlip, then remove the drive gear from the driveplate shaft.

2. Remove drive plate/shaft:

(Clean & Lube Clutch & O-Ring before re-assembly)

If you have an older CPT, there is a hole in the shaft; insert a narrow screw-driver and unscrew the shaft from the motor shaft (it has normal threads). Gently pry the circular plate off the knurled motor shaft; gently pry all around the plate, force is not needed. Avoid prying against the aluminum box—use one of the bolt heads instead (as shown in the photo). Do not remove or lose the black-rubber watertight seal found under the plate.

3. Clean the drive plate, shaft, and hub of the clutch gear. Oil or grease the parts before re-assembly. Be sure to work some oil into the détente ball that protrudes into the hub of the clutch gear.

4. Sometimes if a shear pin breaks, the tip can become stuck behind the driveplate of the clutch. The trapped tip will make a scraping and screeching sound when the motor turns. Remove the drive plate and remove the tip of the pin to remedy the problem.

