

The clutch of big-block Guzzis: No more heat warping of the intermediate plate – modification.

Some owners of big-block Guzzis have experienced heat warping of the clutch intermediate plate, thereby causing malfunction of the clutch. This applies in particular to bikes used with a sidecar or otherwise working under heavy load conditions where the build-up of heat in the clutch can be severe. It appears the plate warps by taking on a 'conical' shape instead of remaining 'flat'.

'Guzzisti' Georg <http://www.guzzi-stammtisch-hannover.de/html/georg.html> has on the German site of Guzzi Stammtisch Hannover described a simple modification to cure the problem. He reports that several thousand kilometres of sidecar and solo riding has not disclosed any problems with this modification. His article is written in German and this text is a freely translated version where I have taken the liberty to also use his photos as illustrations.

This modification will only work properly on a plate that has not yet been damaged, preferably a new one. Do as follows: Drill 6 holes of 3 mm diameter evenly spread at the middle-radius of the plate (*fig.1*). Cut through the plate from the inner perimeter to each of the holes by use of e.g. a hacksaw. Dress the edges by the incisions (*fig.2*).

The purpose of the holes is merely to create a clean finish of the incisions and thereby prevent initiation of further crack developments, but this detail is surely very important! The plate will now stay flat because the incisions will 'absorb' the expansion as the plate heats up.



Figure 1 (photo: Georg)



Figure 2 (photo: Georg)

Georg has in addition gone one step further in taking measures against heat build-up in the clutch. He has drilled 7 ventilation holes in the upper area of the bell housing for improved cooling of the clutch (*fig.3*).



Figure 3 (photo: Georg)