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Bytte av simmring ved slavesylinder clutch

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Problemet dukker stadig opp på våre eldre modeller,
og her kommer noe eldre info fra en webside som er borte fra nettet

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Av Eric Kauppi, Usa

Fellow Maggot:
Here is my instruction sheet and notes for replacing the clutch pushrod oil seal. This is a way to put a new Genuine Honda seal in place without removing the engine or major dis-assembly. I've had good experience with this fix on several bikes, and my engineering knowlege and 20+ years of mechanic experience tell me it is safe. But as always, YMMV and I make no guarantees. I would not hesitate to do this on my bike or a friend's bike, for whatever that's worth.

If you do this repair, please drop me a line and tell me how it went. Feel free to send e-mail or call if you have questions. Happy wrenching and riding!

Diagnosis:
The symptom is motor oil dripping out the left rear of the engine, usually onto the exhaust. The clutch pushrod seal is the most common culprit, but there are several other things that could leak in that area, so it's best to check the diagnosis before you tear into it. Those other things include gearshift shaft seal, various gaskets, output shaft seal, clutch slave cylinder which would actually be leaking brake fluid not oil (hint, they taste and smell different) and so on.

Take the plastic cover off the left rear and admire the fine mess. Now clean it all up with engine cleaner or simple green or whatever, and go for a short ride. See where the oil is now that there's only a little of it. If it seems to be coming out of the bottom of the clutch slave cylinder, or some place in that area that you can't exactly find, it's probably the pushrod seal. As long as it's really oil and

not brake fluid. When you take the clutch slave cylinder off and find a little puddle of oil in there, the diagnosis will be confirmed.

Parts:
I checked the fiche for many of the VF1100 and VF750/VF700 models, they all use the same part number. It is: 91204-MB0-013 "oil seal 8x25x8" and it's shown on the "output shaft" or "cross shaft" fiche page. The chain drive Interceptors and VF500 Magna also use the same part # but on those bikes you might be able to easily remove the left-rear engine cover and replace the seal from the inside without grinding.

More parts:
(Updated 4/10/2003, with thanks to Ryan S. for pointing out errors and to Dave D. for settimg me straight)
The small seal in the clutch slave cylinder, that holds the end of the pushrod, is "oil seal, 8x18x5 # 91209-MB0-003" It's shown on the "water pump and left side cover" page along with the clutch slave cylinder. The gearshift shaft seal, another common leaker, is 91204-425-003, oil seal 5x25x8

Clutch Pushrod seal replacement:
We removed and re-installed the clutch pushrod oil seal from the outside. The job took less than an hour. The Honda Book calls for removing the engine and splitting the cases to do this job. There is a method for doing it without removing the engine, but it still involves many hours of labor and shifting the engine in the frame enough to get clearance to remove the final drive cover. I removed the stock seal and replaced it with another genuine Honda seal. Here's how:

1.. Remove clutch slave cylinder (3, 8mm bolts). No need to disconnect hydraulic line. Remove pushrod. Remove triangular gasket or spacer if it's in the way.
2.. Hold up the new seal and notice that the hole where the old seal is, has a slightly smaller diameter. This is a thin "lip" that retains the seal in the aluminum casting.
3.. Simply grind off the lip with a dremel tool, and pull the seal out. The seal (and a bit of towel stuck in the hole) will keep the chips out of the engine.
4.. Now put more towel in the hole and use the dremel tool to clean up where the lip was and make a very small chamfer. DO NOT damage the bore where the outside of the seal fits.
5.. Remove towel and clean everything.
6.. (optional) Apply red loctite to the OD of the new seal.
7.. Install new seal. Use appropriate size socket to press or tap the seal in until it is flush with the opening or just a tad inside. Basically, the same place the old seal was.
8.. Oil inside of seal and reinstall pushrod and slave cylinder.

That's it!
If you're wondering if the seal will come out, here are some bits of information: 1.. Dave P. and Wyn have both put several thousand miles on their bikes since this was done, no problem. Another listmember
has also done it with good results. 2.. This type of seal is fairly often installed with no retaining lip. Crankshaft main seals on many cars

are one example. 3.. Dave P and I have designed a little retainer plate that we'll make and install if there is any sign of the seal coming out. But I don't expect to need it.

More Details:
In step one, if the hydraulic line blocks access to one of the bolts, you might need to loosen the (12mm?) banjo bolt and turn the line to one side to clear the bolts. Loosen the banjo bolt just a little and tighten it quickly and you'll probably not need to bleed the system.

I used a metal bit in the Dremel, not grinding wheel. I think it's faster for aluminum than a grinding stone. Wear safety glasses, set up a good light, and take you time. It will get messy with aluminum chips everywhere.

When you start "grinding away" metal, use the old seal as a guide. If you don't go deeper than that, you're OK.

When much of the lip is gone, or sooner if you push on it, the old seal may well fall back into the engine. No big deal, there's room back there and you can easily pull it out with pliers or whatever. It won't get lost inside the engine.

Then you can see how much more of the lip you need to remove. Keep going.. But use some care not to grind off much (best is none) of the cylindrical bore the seal goes in. Grinding a chamfer or tapered entry to the bore is fine and may make it easier to not grind too much.

When you're done, you'll be left with a little raised ring around the bore, which is the remains of the lip. That's OK, no need to grind it smooth. As long is the entrance to the bore is smooth and free of burrs you're good to go.

Also check:
If there is any evidence of clutch hydraulic fluid (brake fluid) leaking in the area, you should rebuild the slave cylinder. Dave Dodge says that brake fluid will eat the oil seal, and is often the cause of failure.

The small oil seal in the center of the slave cylinder piston does not actually seal anything. I suspect it's function is to hold the pushrod and retract it when you release the clutch lever. Replace it if it's grody, on principle.

Check the surface of the pushrod for grooves or scratches which would tear up the new seal. One trick is to install it with the other end in first, so the new seal is rubbing on a different place on the pushrod. For sure, oil the seal and pushrod before you stick it in.

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