



ROADSTER Clutch Engagement Chatters at Take Off (SE5)_000063498_TST61Y014S01_en

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Summary:

Usually noticed at the 1st take off with a cold engine, the front sprocket will shutter or chatter. The clutch will engage in a jerky way.

Type:

General

TST Detail:

BRP investigated the complaint. We know it is related to the clutch engagement. When the engine is cold (cold engine oil), the combination of the friction of centrifugal clutch rollers and multi-disc clutch at the point of engagement, the clutches stick-slip-stick-slip, and makes noise heard.

This occurs only when the engine is cold, when the engine speed is increased slightly and maintained to the point of engagement.
This will disappear after 3-5 minutes (2-3 street corners).
This does not damage the internal mechanical components.

In the short term, the replacement part will not solve the problem because this is "by design" of the new clutch discs since 2013 with the implementation of friction steel (to prevent breakage in the event of major clutch slippage).

Suggestions for your customers: let the engine warm up a little longer, in neutral, the engine revolution increased by shots above 2000 rpm to well disperse oil in the centrifugal clutch and multi-disc. If they hear noise, accelerated beyond the point of engagement rather than stay there.

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If this happens when the engine is warmed up, inspect the purge valve (that it is not letting air through when not activated by the ECM). This changes the fuel injection calibration and makes a weak cylinder causing the point of engagement to be jerky.

Attachment:

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