



MOTORCYCLE DOCTOR LLC

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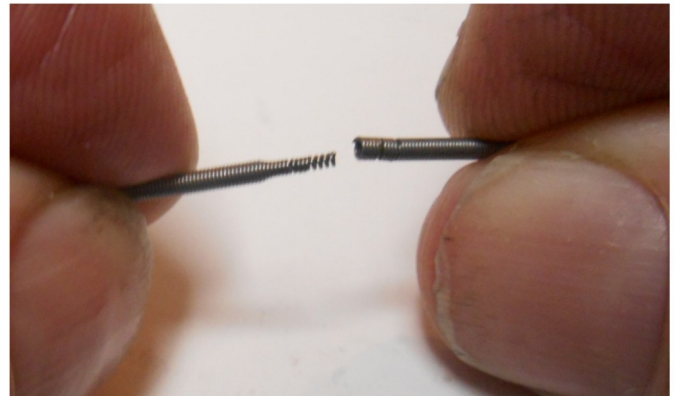
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Hello to HiSun Engineer, this fix is to solve a Wet Shoe Clutch problem that many MTD / Cub Cadet dealers are complaining of chatter noise, excessive wear and internal Wet Shoe, Clutch Drum and 1-Way Bearing failure.

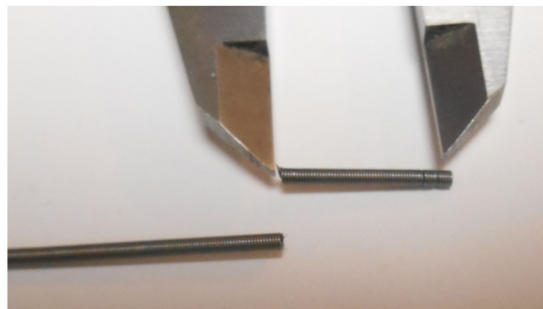
The lighter mass of the new 'Rare Earth Magnets' on the rotor allow a the whole crankshaft assy. to pulsate fast/slow and this makes the 1-way bearing to 'Lock and Unlock' because the Wet Shoe is Pulsating which makes the Sprag Prawl Bearings inside the 1-Way bearing to open too easy, causing the excess wear and failure.

We have solved this problem by removing approx 15mm of spring length. This adds tension to keep the prawls from chattering and wear. See below.

Please replace this stock spring with a Higher Tension Spring before assembly.



Remove spring,
twist off connection.



Cut off approx. 15mm, push and twist together, install.