

INSTALLATION GUIDE

Harley-Davidson Big Twin 2013+ CVO, 2014+ Tri Glide, 2015+ Touring Low, and 2018+ M8 hydraulic models

Doc ID: 191-6205A Revision: 010720

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OVERVIEW

This kit replaces the OE (Original Equipment) or "stock" clutch pack.

- This kit will replace all the OE frictions, drive plates, and springs with a Rekluse TorqDrive[®] clutch pack and EXP disk.
- No modification of the OE parts are necessary.

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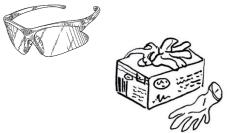


Do not dyno test this product without reviewing the included dynamometer document.

 This kit includes extra EXP springs, which can be used to tune for your desired engagement. See the *EXP tuning* options section in this document for specific tuning information.

INSTALLATION TIPS

 Read the separate included Safety Information document before operating the vehicle with the product installed.



- Read this entire document before performing any steps.
- If you install this product for a customer or another person, instruct them to read the Safety Information document and the Installation and User Guide before operating the bike with the product.
- Videos related to this product can be viewed online at www.rekluse.com/support/videos.
- Protect eyes and skin wear safety glasses and work gloves.
 Work in a well ventilated area.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Rekluse offers Factory Formulated Oil™ developed specifically for Rekluse products. Rekluse Factory Formulated Oil is a perfect complement to any OEM or aftermarket wet clutch. Visit www.rekluse.com to learn more.

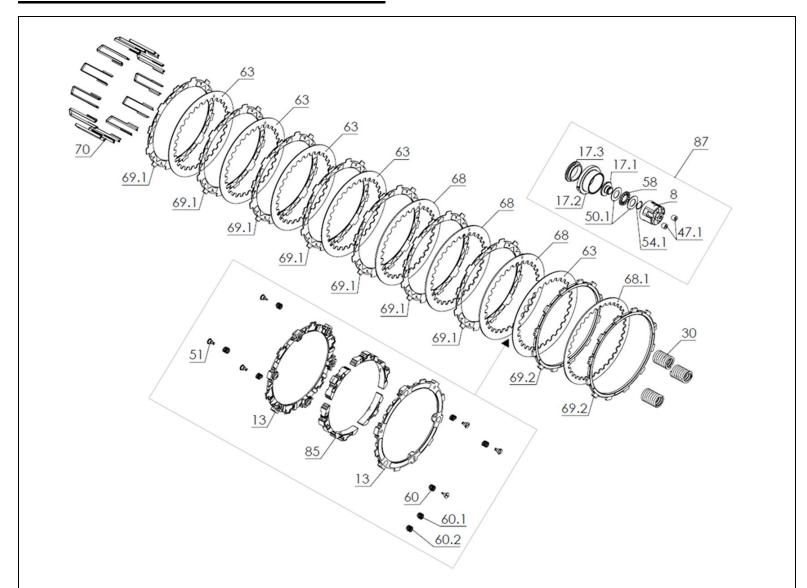
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TOOLS

- SAE hex key set
- 4 mm hex key
- 5/8" Open ended wrench
- Snap ring pliers
- Telescoping magnet
- Torque wrench

- ½" socket
- 10 mm socket
- Dental pic
- Phillips screwdriver
- Torx bit set
- Transmission oil

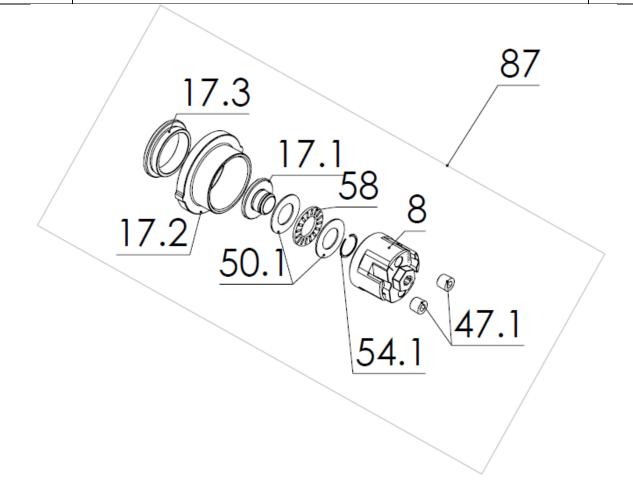
INCLUDED PARTS



Item	Description	Qty.
70	Basket sleeves	12
69.1	TorqDrive® friction disks	7
69.2	Thick friction disk150" (3.81 mm)	2
63	Steel drive plate040" (1 mm) thick	5
68	Steel drive plate065" (1.6 mm) thick	3

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68.1	Larger internal diameter steel drive plate065" (1.6 mm) thick	1
30	Pressure plate spring kit - Standard	1
13	EXP bases	2
85	Wedge assembly	6
51	Quarter-turn pins (extra included) 6	
60	EXP adjustment springs – colors vary	6
60.1, 60.2	EXP adjustment springs – colors vary	6, 3
Not shown	Pressure plate spring kit - Heavy	1



87	Throw-out assembly	1
17.3	Adjuster base collar 1	
17.2	Threaded adjuster housing 1	
17.1	Throw-out bearing seat	1
50.1	Throw-out washer	2
58	Throw-out bearing	1
54.1	Retaining ring	1
8	Pressure plate adjuster	1
47.1	Pipe plug	2
	·	•

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Not shown	Not shown Velcro straps	
Not shown	Orange Free Play Gain rubber band	1
Not shown	Clutch lever warning label	1

Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

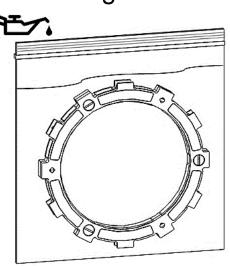
BEFORE YOU BEGIN

- Warm up the bike and check the idle speed before installing the clutch. The idle speed will determine which EXP springs to install for the optimal engagement setting. The chart can be found in the EXP tuning options section.
- Rekluse recommends replacing the chaincase cover gasket when installing this product.

DISASSEMBLE CLUTCH

1. Make sure the bike has cooled before disassembling the clutch.

2. Soak the EXP disk and TorqDrive® friction disks in primary/transmission oil for 5 minutes. Make sure the EXP and friction disks are coated on both sides.

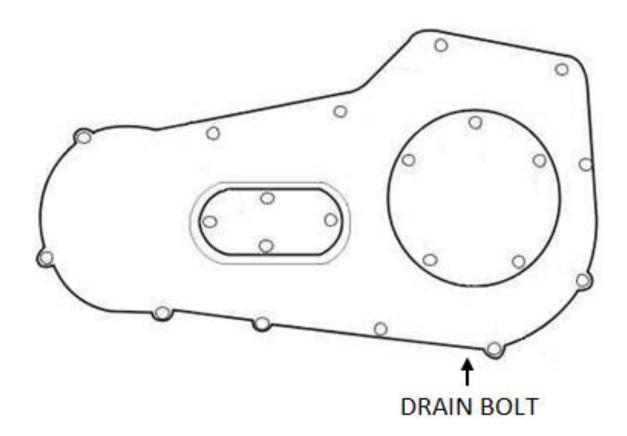


3. Stand the bike up on a suitable bike stand or lift.



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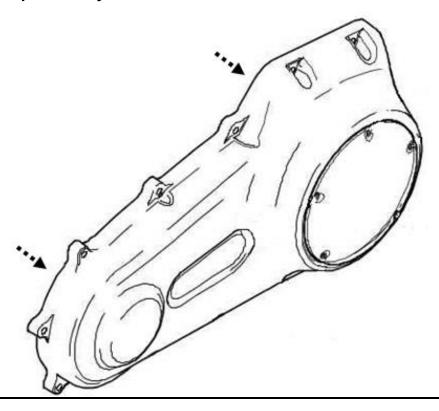
4.On the primary chain case, use a 5/8" wrench to remove the oil drain plug, then drain the oil.



5. Remove any parts that are attached or blocking the primary chaincase cover. These may include the left floorboard, foot peg(s), shift lever, and/or the side stand.

Note: Before removing the shift lever, shift the bike into 5th gear.

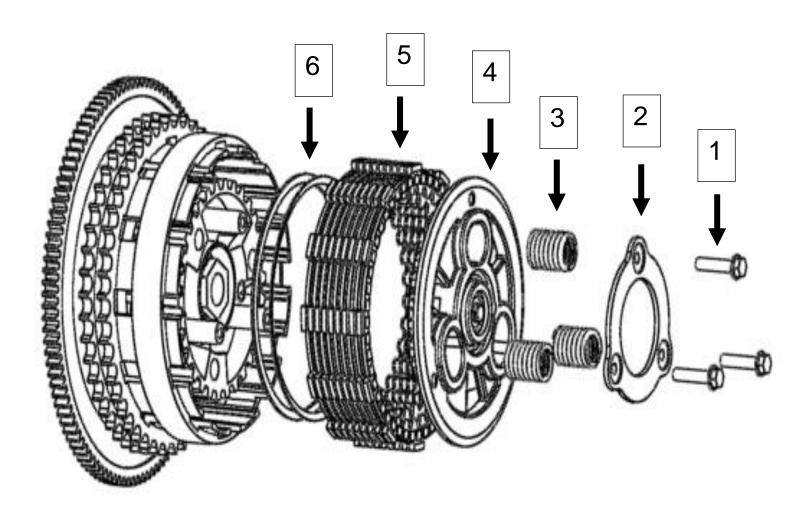
6. Remove the primary chaincase cover.



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7. Remove the following OE parts:



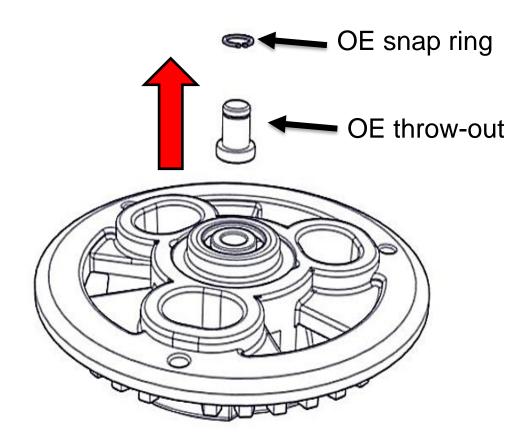
1	Spring ring bolts
2	Spring ring
3	Pressure plate springs
4	Pressure plate
5	Clutch pack
6	Damper spring and seat

Note: The OE clutch pack, damper spring, and pressure plate springs will not be reused.

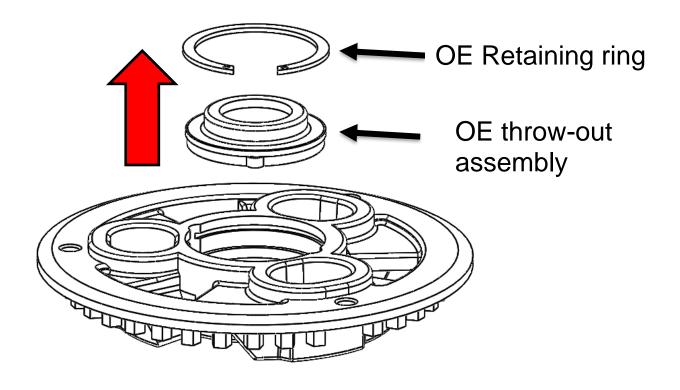
- 8.On a workbench, use snap ring pliers to remove the small retaining ring from the pressure plate bearing.
- 9. Remove the throw-out and set it aside. It will be reused.

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Note: The throw-out may look different than pictured. All throw-outs are removed and installed in the same way.

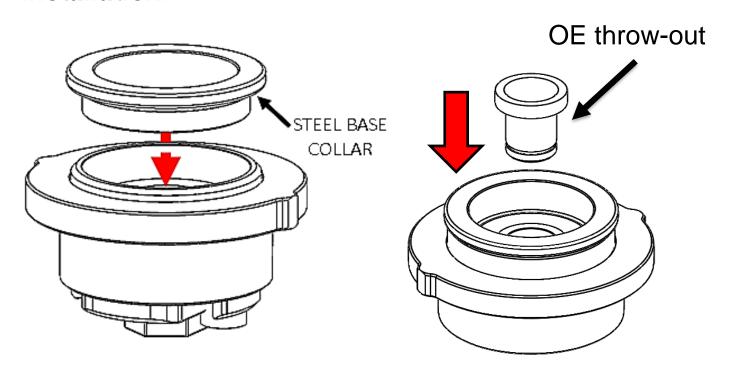


10. Use the snap ring pliers to remove the OE retaining ring, then remove the throw-out assembly from the pressure plate.

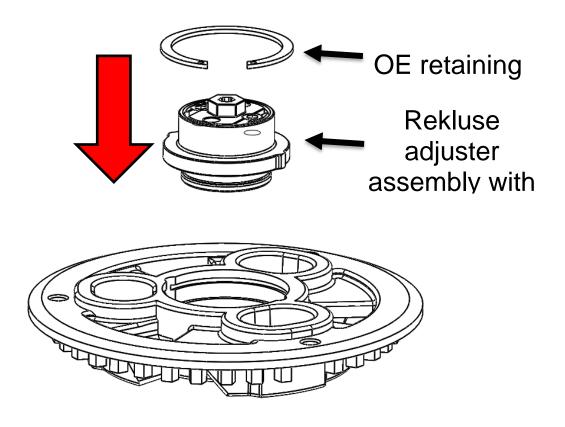


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11. Turn the new Rekluse adjuster assembly over and insert the adjuster base collar, then install the OE throw-out into the assembly. Adding a small amount of engine assembly grease to each part will help hold them in place during installation.



12. Install the Rekluse adjuster assembly into the pressure plate, then use a pair of snap ring pliers to reinstall the OE retaining ring.



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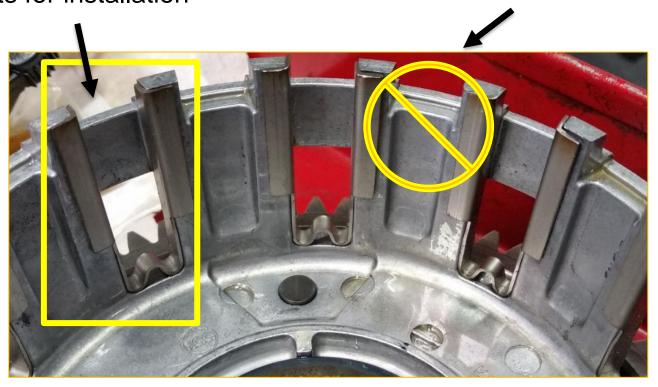
INSTALL THE CLUTCH PACK

Notes for installation

- Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.
- Some OE basket have "half slots" at the top of the basket tangs. Rekluse products require the entire clutch pack be installed into the MAIN (deeper) basket slots. Installing the pack in the "half slots" will cause performance issues. See the following picture for reference.

Use only the deeper basket slots for installation

Do not use the "half-slots"



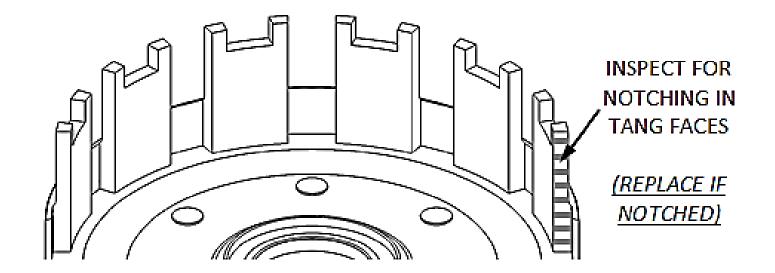
Clutch pack

1.Inspect the clutch basket for notching. Do not install sleeves or use product with a notched basket. Notched basket tang faces can cause the sleeves to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace basket if necessary.

AWARNING

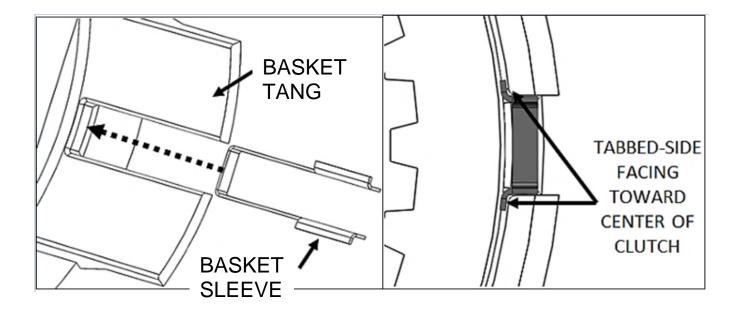
Failure to inspect the basket and replace if necessary could result in death, serious injury, and/or property damage.

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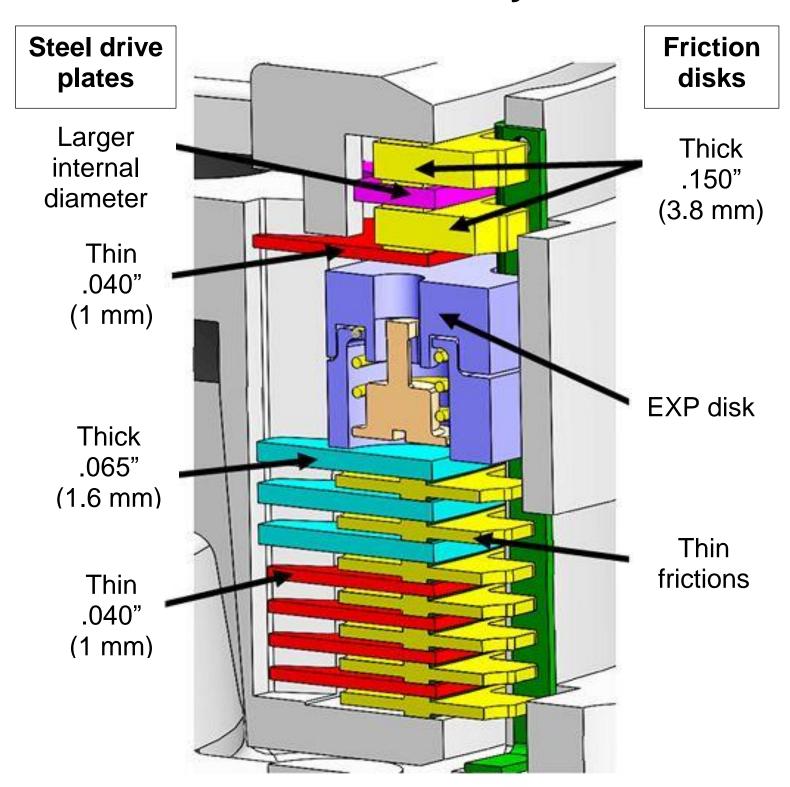
2.Install **ALL** the Rekluse basket sleeves into the OE basket slots. Make sure the sleeve tabs sit against the inside of the basket, then push the sleeves down until they contact the bottom of the tang slot. See pictures for reference.

Note: In some models, the sleeves will stick slightly above the top of the basket. This is normal.



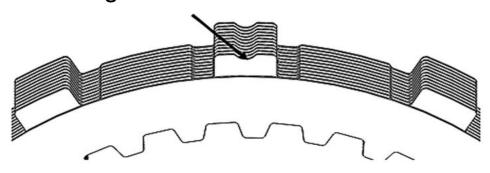
- 3. Separate the Rekluse steel drive plates and friction disks according to thickness. This will speed up the installation. The clutch pack includes:
 - 2 thick friction disks .150" (3.8 mm)
 - 7 thin friction disks
 - 3 thick steel drive plates .065" (1.6 mm)
 - 5 thin steel drive plates .040" (1 mm)
 - 1 steel drive plate with a larger internal diameter
 - 1 EXP disk

Clutch Pack Cutaway Overview



Note: When assembling the clutch pack, it is important to line up the alignment notches on the friction disk tabs. *Correct alignment is critical for optimal performance.*

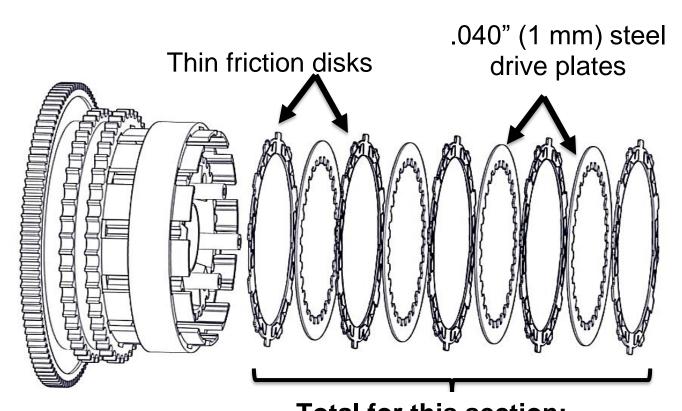
Align notches of friction disks



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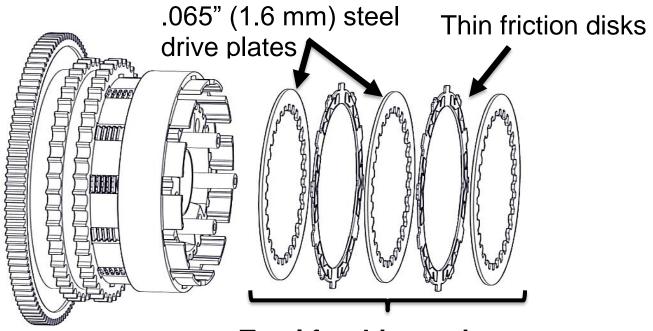
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4. The clutch pack is installed in sections. Begin by installing a thin friction disk, then install a .040" (1 mm) steel drive plate. Continue to alternate friction disks and steel drive plates for a total of 5 thin friction disks and 4 steel drive plates.



Total for this section: 5 frictions and 4 steel drive plates

5.Next, add a .065" (1.6 mm) steel drive plate, then add thin friction disk. Continue to alternate steel drive plates and friction disks for a total of 3 steel drive plates and 2 friction disks.



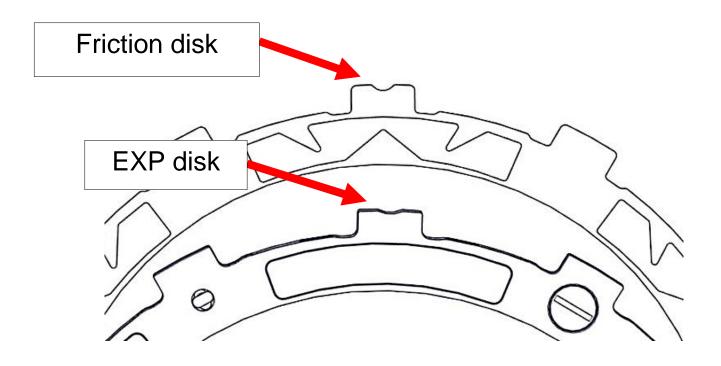
Total for this section:

3 steel drive plates and 2 frictions

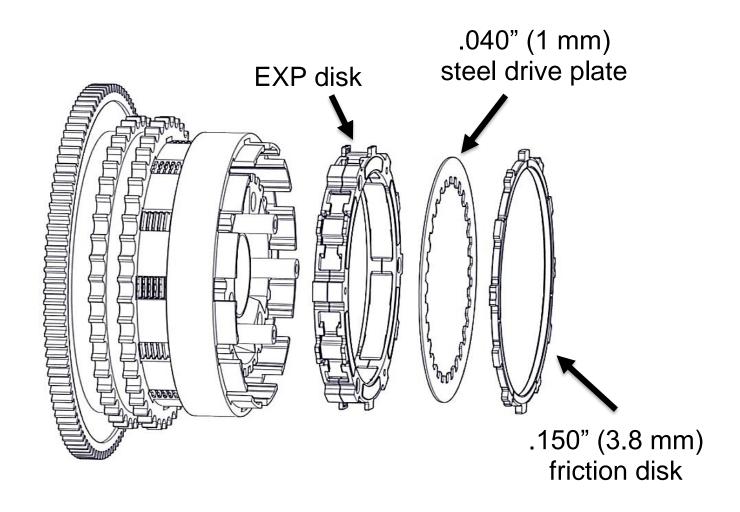
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6. Install the EXP disk. Align the notches on the EXP disk with the notches on the friction disks.

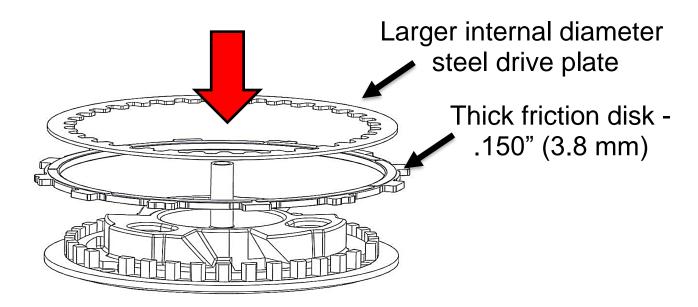
Note: If you bike's idle RPM has changed from stock – meaning that it idles either higher or lower than the stock setting – see the **EXP Tuning Options** section to determine the best EXP spring setting before installing the EXP disk.



7.Install a .040" (1 mm) steel drive plate, then install a .150" (3.81 mm) thick friction disk.



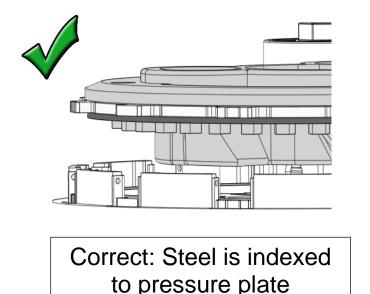
- 8. Place the pressure plate on a workbench with the teeth facing up.
- 9.Install the remaining .150" (3.8 mm) thick friction on top of the pressure plate.
- 10. Install the larger internal diameter steel drive plate on top of the thick friction disk.

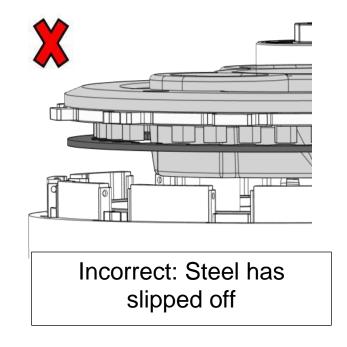


11. Install the assembled pressure plate onto the clutch pack.

Notes:

- Make sure to hold the pressure plate assembly together as you install it onto the clutch. The steel must stay indexed on the pressure plate.
 - If the top drive plate becomes unindexed during installation and then the pressure plate springs are torqued, the drive plate teeth may be bent/damaged.





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• Be sure that the adjuster assembly collar and throw-out stay in place and do not become unindexed when installing the pressure plate onto the clutch.

*An unindexed collar could cause damage to the clutch when setting the installed gap.

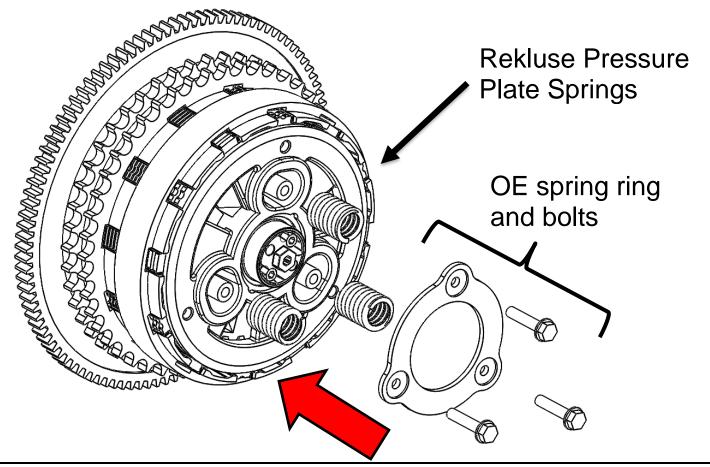
12. Select which pressure plate springs are best suited for your motorcycle and riding style using the table below. For reference, the factory 3 spring clutch is rated to hold approximately 135 ft-lbs of engine torque.

	Torque Capacity (ft-lb)	Change in Lever Pull	Spring Option	Spring Color
RMS-6205	165.0	+27%	Heavy Spring (744-127)	Yellow Stripe
KWI3-0203	135.0	+4%	Standard Spring (744-126)	Black Stripe

Note: If you own a Trike or plan to tow with your motorcycle, Rekluse highly recommends selecting the "Heavy" spring option.

For hydraulic clutch M-8 owners looking to reduce their clutch lever pull without affecting the clutch's torque capacity, please see Rekluse's 30% lighter pull Manual Slave Cylinder, product number RMS-2415050, at https://rekluse.com/

13. Install the Rekluse pressure plate springs, then install the OE spring ring and OE pressure plate bolts.



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14. Torque the pressure plate bolts to 80 in-lb (9 N-m).

SET THE INSTALLED GAP

The installed gap is the separation in the clutch pack created by adjusting the Rekluse adjuster assembly. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement. The gap must be set correctly for optimal performance.

△ CAUTION

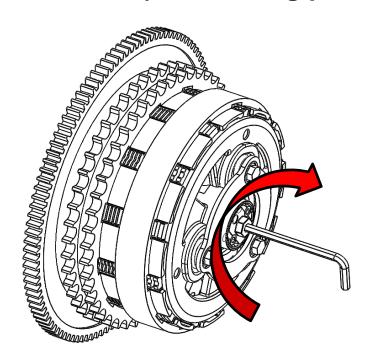
Do not ride your bike without adjusting the installed gap. You will not be able to disengage the clutch until you set the installed gap.

1. Remove the cap from the master cylinder reservoir. Be sure to protect the bike during the adjustment process by catching any fluid that might overflow into a suitable container.

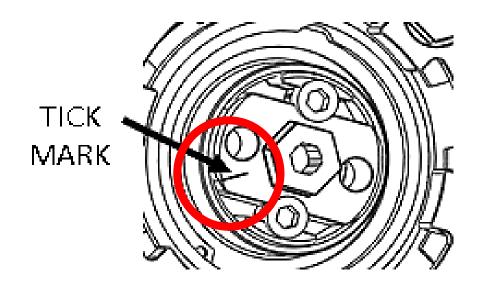
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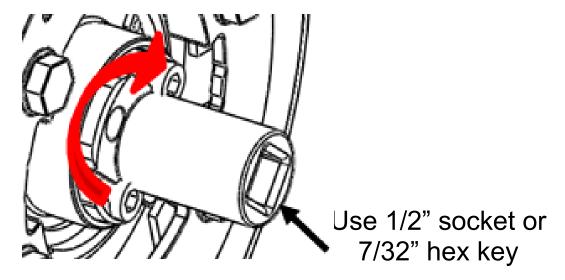
- 2. Using the long end of the 7/32" hex key, gently turn the adjuster screw **CLOCKWISE** until it stops under moderate pressure.
 - You are feeling for the point at which it bottoms out and starts to lift the pressure plate (you will feel an abrupt increase in turning effort).
 - This position is called your **starting point**.



3. At this starting point, note the location of the tick mark on the aluminum adjuster. Marking the tick mark with a marker can help make it more visible during the adjustment.



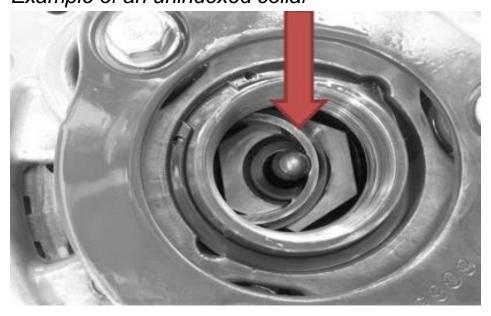
4. Using either a ½" socket or 7/32" hex key, turn the adjuster **CLOCKWISE** 1+3/8 turns from the starting point.



Notes:

• If the adjuster is not turning smoothly, then the adjuster collar may be unindexed from the adjuster assembly. Uninstall the adjuster assembly and reindex the adjuster collar.

Example of an unindexed collar

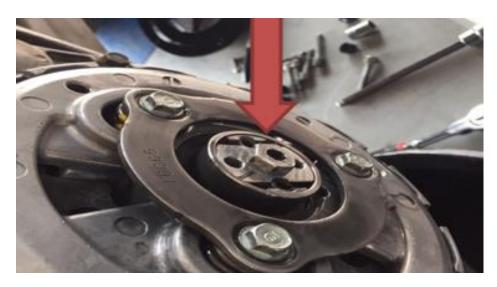


- If the adjuster bottoms out, the steel drive plate may be unindexed from the pressure plate. Uninstall the pressure plate and reindex the steel drive plate.
- After setting the installed gap, the alumimun center adjuster should be flush or near flush in the adjuster assembly.
 - If the adjuster is deeper than flush likely the top drive plate and friction have become unindexed from the pressure plate. See following images for reference

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 If the adjuster is protruding out of the adjuster assembly it is likely that the adjuster collar has unindexed while installing the pressure plate. See following images for reference

Correct – adjuster flush in the adjuster assembly



Incorrect – adjuster protruding out of adjuster assembly



(Collar unindexed out of the adjuster assembly – See page 11,18- steps 11-12)

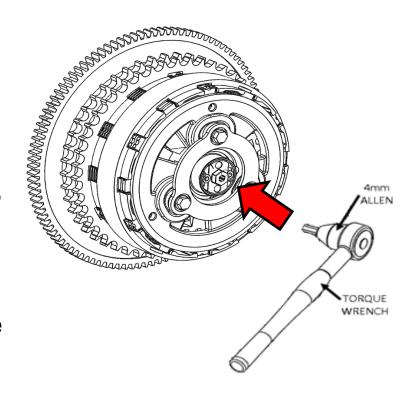
Incorrect - adjuster deeper than flush



(Top drive plate and/or friction plate unindexed – See page17- step11)

5. Use a 4 mm hex socket and torque wrench to lock the adjuster in place.
Alternate tightening the two pipe plugs in small increments to 40 in-lb (4.5 N-m).

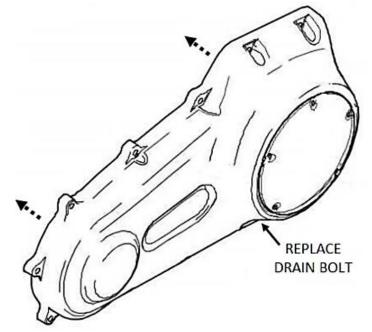
Note: When torqued correctly, the tops of the plugs should be nearly flush with the top of the aluminum adjuster piece.



PRIMARY COVER INSTALLATION

1. Thoroughly clean the mating surfaces of the primary cover and the engine case.

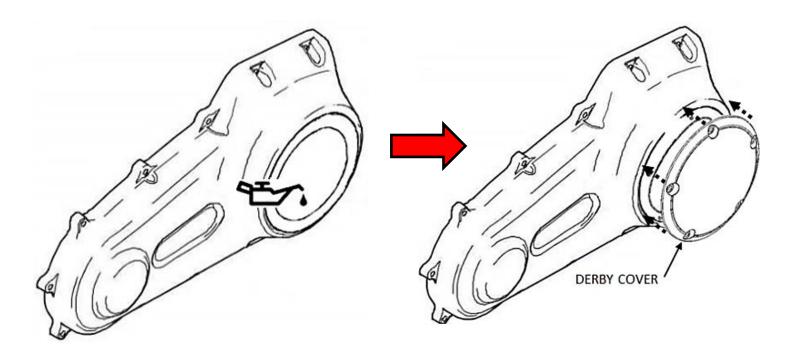
- 2. Reinstall the primary gasket (or new gasket), then install the drain bolt.
- 3. Reinstall the primary cover, then torque the cover bolts to 84-108 in-lb (9.5-12.2 N-m). Torque the drain bolt to 36-60 in lb (4-6.8 N-m).



- 4. With the primary cover installed, use a T-27 Torx bit to remove the derby cover.
- 5.Using a funnel, add 1.25 quarts of oil to the primary case through the derby cover cavity. Use the OE recommended oil or any quality primary oil.

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6. Reinstall the derby cover.



- 7. Check the hydraulic fluid level at the master cylinder reservoir, and add fluid if required. The system may need to be bled if the fluid level is below the intake port in the reservoir. Replace the cap.
- 8. Install the provided warning sticker on the backside of the clutch lever, such that it is visible to the rider.



CHECK FREE PLAY GAIN

It is very important that you understand how to verify the correct installed gap by checking Free Play Gain. The installed gap is what allows the auto function of the product to perform properly.

Correct Free Play Gain = Correct installed gap

Setup, break-in, and rechecking the installed gap is CRUCIAL. Failure to properly maintain your installed gap can result in premature wear or failure of your clutch. Use the following steps to verify the installed gap by checking Free Play Gain.

AWARNING

Failure to check and verify Free Play Gain can cause failure or damage to this product. Setting the correct installed gap is critical for clutch performance.

Learn how to check Free Play Gain

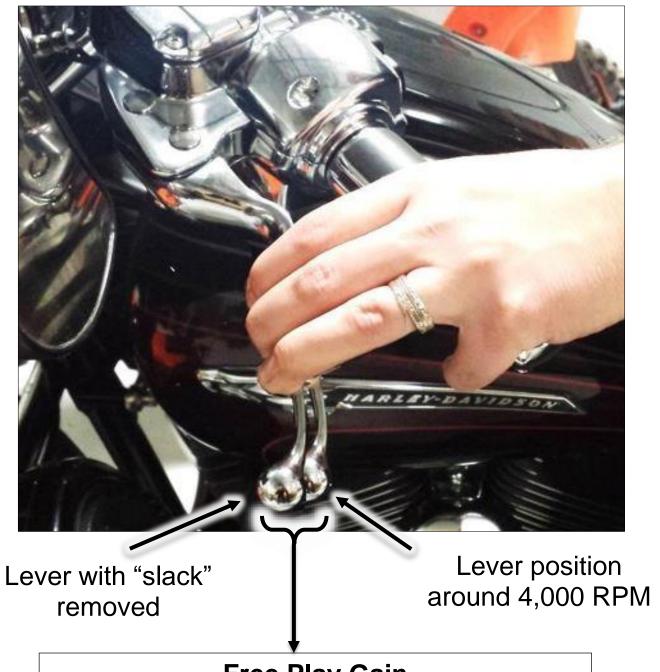
If you are familiar with checking Free Play Gain, check for Free Play Gain then skip to the "Adjust the Installed Gap" section.

If Free Play Gain is new to you, follow the instructions below to help you learn this important step. You can also view the video entitled "How to Check Free Play Gain" on our website at https://rekluse.com/support/videos.

Checking Free Play Gain allows you to externally monitor the installed gap so you can know when to make an adjustment if the installed gap is too large or too small.

The correct installed gap is verified by observing and feeling the increased free play movement in the clutch lever. This extra movement is called "Free Play Gain."

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Free Play Gain 1/8"-1/4" (3 mm-6 mm) lever movement

- If there is too much Free Play Gain, the installed gap is too small.
 - The bike may drag and stall because it has difficulty disengaging the clutch. It may also be difficult to shift.
 - Too much Free Play Gain will not hurt the clutch, but it will negatively affect clutch performance.
- With too little or no Free Play Gain, the installed gap is too large.
 - This means when the EXP is fully expanded it does not lift the pressure plate. The clutch may slip and make the bike seem like it is losing power.

- The bike may not move forward even though the engine RPM increases as if the clutch lever is slightly pulled.
- Too little Free Play Gain will cause the clutch system to burn up.

Optimal Free Play Gain yields 1/8"-1/4" (3 mm-6 mm) of clutch lever movement, measured at the ball end of the lever. This measurement at the lever correlates to achieving the ideal installed gap.

Two Ways to Check for Free Play Gain

The following steps explain **2 ways** to check Free Play Gain. One way uses the rubber band Rekluse includes in the clutch kit, and one uses your hand. You can use either method to check for Free Play Gain.

Rekluse recommends that you begin with the rubber band method first to check for Free Play Gain and then learn the hand method. The rubber band will help you learn how to recognize Free Play Gain until you are comfortable with the hand method. Learning to check Free Play Gain by hand effectively and comfortably can make it easy to check Free Play Gain every time you ride.

The Rubber Band Method

Use the rubber band method for the initial set up. It can also be used before each ride until you feel comfortable checking the Free Play Gain using the hand method.

A WARNING

BEFORE YOU BEGIN, verify that the bike is in NEUTRAL before checking Free Play Gain. Failure to do so may result in the bike lurching forward, and loss of control and/or injury may result.

A Rekluse auto-clutch can make your motorcycle appear to be in neutral when in gear, even when the engine is running and clutch lever released.

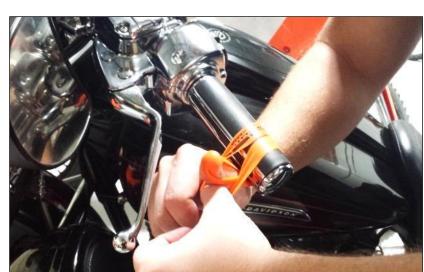
Motorcycles equipped with a Rekluse auto-clutch can move suddenly and unexpectedly and cause riders to lose control. To avoid death, serious injury, and/or property damage, always sit on the motorcycle to start it.

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- a) Before you begin, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm the engine oil.
- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar grip.



c) While holding the top end of the rubber band against the handlebar, stretch the band downward, then loop it through itself.



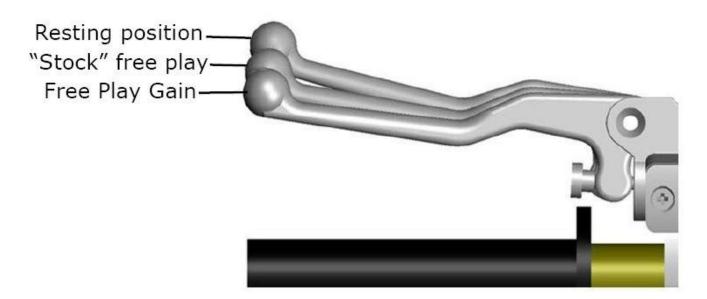
d) Pull the band through the loop, then attach it to the outside end of the clutch lever. This will take up the initial free play (slack) and put the lever in a position to detect the Free Play Gain.



e) While still in **NEUTRAL**, quickly rev the engine between 3,000-5,000 RPM (1/4 to 1/2 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.

Note: It is very important the motor returns to idle before revving the engine again or Free Play Gain will not be correct.

f) When the bike returns to idle, rest your hand across the clutch lever. Rev the engine again to 3,000-5,000 RPM so you can observe the movement while feeling for Free Play Gain with your hand.



The Hand Method

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Use the hand method to check Free Play Gain before the start of every ride for optimum performance and longevity of your new clutch.

- a) Before you begin, place the bike in NEUTRAL, start the engine and let it warm up for 2-3 minutes to idle down and warm up the engine oil.
- b) With the bike at idle, apply enough pressure to the clutch lever to take up the initial free play (slack) in the clutch lever.
- c) While still in **NEUTRAL**, continue to apply light pressure and quickly rev the engine between 3,000-5,000 RPM (1/4 to 1/2 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.
- d) When the bike returns to idle, rev the engine between 3,000-5,000 RPM a second time to verify the Free Play Gain again.

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ADJUST THE INSTALLED GAP

After checking for Free Play Gain, you may need to adjust the installed gap. If Free Play Gain is optimal, continue to "BREAK IN THE NEW CLUTCH." If Free Play Gain is not optimal, the installed gap needs to be adjusted.

The installed gap should be fine-tuned in small increments and then recheck Free Play Gain. Refer to the table below to set the proper installed gap based on your Free Play Gain.

Symptom	Reason	Solution
 Too much Free Play Gain: Clutch lever moves in too far Clutch has excessive drag or stalls It is difficult to fully override the clutch with the lever 	Installed gap is too small	Turn the adjuster clockwise to increase the Installed Gap. Recheck Free Play Gain.
 Too little Free Play Gain: Clutch lever only moves slightly or does not move at all Clutch slips Bike seems to lose power 	Installed gap is too large	Turn the adjuster counterclockwise to reduce the Installed Gap. It may be helpful to re-find the starting point. Recheck Free Play Gain.

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BREAK IN THE NEW CLUTCH

Once you install your new clutch, it is important to break it in. A series of roll-on starts are used to break in the clutch. Follow these procedures for breaking in your clutch and any time new friction disks, EXP bases, Teflon pads, or wedges are installed.

AWARNING

Failure to follow the break-in procedure could cause motor oil delivery failure, which can result in motor failure, serious injury, or death.

В	reak-in Procedure	Number of times
1.	Warm up the bike for 2-3 minutes. With the bike in NEUTRAL and your hand off of the clutch lever, rev the engine 10 times, being sure to let it return to idle between each rev cycle.	102345
2.	With the engine still running, pull in the clutch lever, then shift the bike into 1 st gear. Slowly release the clutch lever. The bike should stay running and in place, or have a slight amount of forward creep.	
3.	With the bike idling in first gear, slowly apply throttle to begin moving.	1 N 2 3 4 5 15 roll-on starts
4.	Without using the clutch lever, accelerate moderately to approximately 3,500 RPM to fully lock up the clutch and come to a complete stop. Repeat 15 times.	

Note: If the engine wants to stall or the creep is excessive, the idle may be too high or the installed gap may be too small. Make necessary adjustments before proceeding.

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5. Place the bike in **NEUTRAL** and recheck Free Play Gain. Continue to adjust the installed gap until the clutch lever is 1/8"-1/4" (3 mm-6 mm).



Recheck Free Play Gain and adjust the installed gap

Note: Your clutch pack will expand with heat, so final adjustment to Free Play Gain should be made when the bike is warm. Remember not to ride without sufficient Free Play Gain.

ACAUTION

Do not perform 2nd and 3rd gear starts with this product. Always keep the motorcycle in first gear when taking off from a stop. Taking off from a higher gear can cause premature clutch wear and damage the product.

DO NOT DYNO TEST YOUR MOTORCYCLE BEFORE BREAK IN! Always break in the product before performing dyno testing. Read the included dynamometer sheet for more information.

EXP TUNING OPTIONS

Adjusting the engine idle speed to match your engagement setting is important and greatly affects the overall feel of how the EXP disk engages.

To prevent freewheeling and maximize engine braking, set the idle so there is a slight amount of drag while the bike is idling in gear and warmed up. The idle should not be so high as to move the bike forward in gear with the throttle closed. However, with a small opening of the throttle the bike should move forward.

You can tune the engagement RPM of the EXP disk by changing the spring configuration. The EXP disk comes set with the recommended "Medium" setting from Rekluse, based on an idle of RPM = 850 - 1050. If your idle is higher than 1050 RPM, it may be best to install the "High" spring setting. A low idle may benefit from a low spring setting.

See the following chart for settings. Use the following steps to change the springs. It is NOT necessary to disassemble the EXP halves to change springs!

Engines with Stage 3+ modifications or modified cylinder heads / cams are recommended to be tuned to the High or Extra High setting.

Idle RPM	Engagement Spring Combination	Engagement setting
< 850 RPM	3 Green, 3 Gold	Low
850 - 1050 RPM	6 Green	Medium
1050 - 1150 RPM	3 Green, 3 White	High
> 1150 RPM	6 White	Extra High

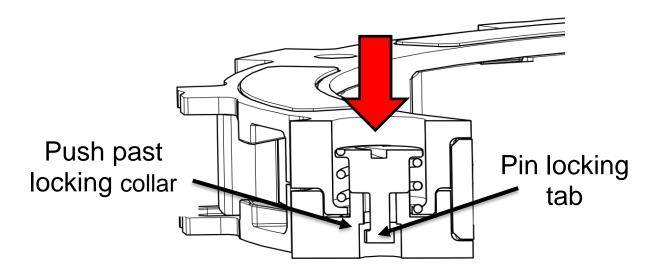
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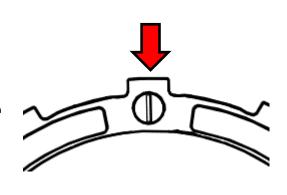
Changing the springs

- Using a flat-blade screwdriver, push the ¼ turn pin in far enough for the locking tab to push out of the locking collar.
- 2. With the pin still pushed past the locking collar, turn 90° to remove the pin and spring.



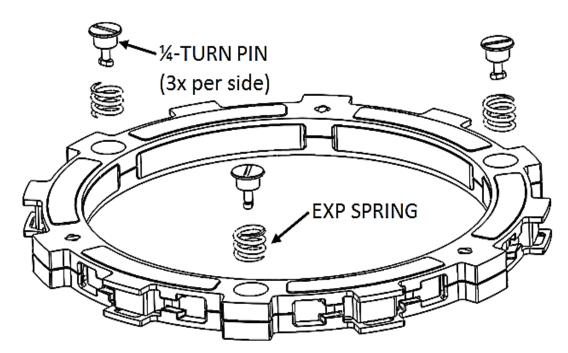
- 3. Remove the remaining 2 pins and springs from the same side of the EXP base.
- 4. Drop a new spring into the spring slot on the base, then add the ¼ turn pin.

NOTE: Lining up the slot in the pin with the tab in the EXP will align the pin in proper position for locking the pin.



5. Push the turn pin in far enough to clear the locking collar, then turn 90° and release the pin. The pin should sit almost flush with the EXP base.

6. Flip the EXP friction disk over, and repeat on the other side depending on engagement preference.



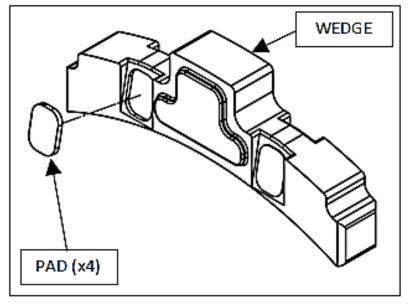
7. If you need to disassemble the EXP disk, you can watch the video on our website under Tech Tips at www.rekluse.com/support/videos.

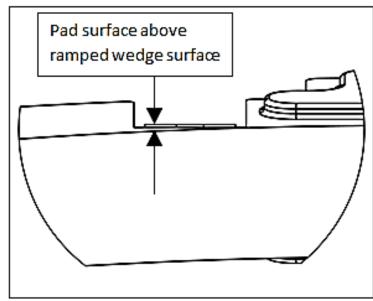
Note: To maintain even pressure, when using two different color spring sets, install one set of 3 on one side of the EXP and the remaining set of 3 on the other side.

ACAUTION

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If you disassemble the EXP, the Teflon pads may fall out or be stuck to the ramp surfaces of the EXP bases. Take care to ensure all pads are correctly placed into wedge pockets using gentle pressure to avoid damage to the pad surfaces before reassembling the EXP. Properly seated pads will be secured in place once the EXP is reassembled. Operating the clutch without the pads in place will cause part damage or failure.





LEVER SAFETY STRAPS

Your kit includes 2 Velcro-type straps to be used to secure both the clutch and front brake levers when the bike is parked.

These straps are intended to reduce the risk of injury or damage that may occur from the bike rolling or launching unexpectedly with or without a rider. Use the lever safety straps every time you park or leave the bike. **Refer to the Safety Information sheet** for more information.

- 1. Pull the lever tight against the handlebar.
- 2. Wrap the Velcro safety strap around the lever and handlebar, pull it tight, then fasten it.



Clutch Lever Strap: to prevent unwanted launching.



Brake Lever Strap: for use as a parking brake.

NEED ADDITIONAL HELP?

Contact Technical Support for questions related to product installation, tuning, and performance.

Technical Support hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Phone: (208) 426-0659

Email: tech@rekluse.com

 Additional contact information can be found in the User's Guide.

