

CUSTOMS • CLASSICS • CHOPPERS • BOBBERS • BAGGERS • TRACKERS

# HOT BIKE

**DIRT**  
**BAGGER**  
MOTO-INSPIRED ROAD KING



**30-PLUS MUST-HAVE PRODUCTS**

**EVENTS: BORN-FREE 7 > HANDBUILT MOTORCYCLE SHOW**

**TECH: AUTO CLUTCH > 883 TO 1200 KIT > DIY PERFORMANCE PIPE**





SKILL LEVEL // INTERMEDIATE



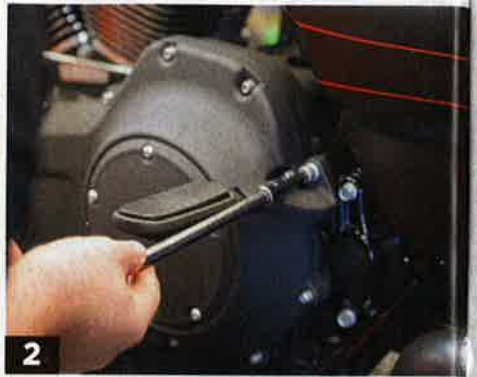
# LETTING GO OF THE LEVER

## REKLUSE AUTO-CLUTCH UPGRADE

**W**ait a minute. Did you read the headline correctly? Is there really a system available to convert your Harley-Davidson over to an automatic? Well, sorta. While it's not like you're going to put the shifter into "D" and take off, what the Rekluse system does allow you to do is come to a complete stop in gear or take off without engaging the clutch lever. What's nice is if you want to still use the clutch lever like normal, simply just pull it like always. You might ask why you would want a clutch that doesn't require the lever. Where the Rekluse auto clutch becomes useful is in situations like slow-speed riding, such as at rallies and parking lots, or, like our bike owner, low arm strength from a previous injury. Installation is almost identical to a regular clutch with the exception of a few additional items. If you can change a clutch, you can upgrade it to Rekluse auto system. Make sure and check out [hotbikeweb.com](http://hotbikeweb.com) for a complete installation video along with demonstration video. **HB**



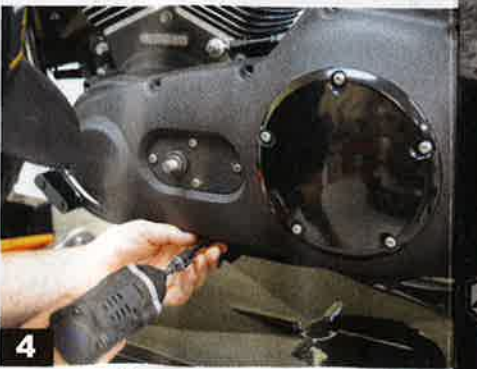
1 ▲ Put the bike on a stand and drain the primary oil.



2 ▲ You'll need to remove the rear passage footrest to be able to remove the primary cover.



3 ▲ The front shift mechanism and floorboard will need to either be removed or placed out of the way to access the primary cover.



4 ▲ Remove the primary case cover bolts. Make sure to pay attention to bolt lengths because different lengths go with different holes.



# THE #1 SOURCE FOR THE DYNOJET POWER VISION

PERSONALIZED FUEL MAPS



UNLIMITED SUPPORT



SPECIALIZING IN EFI TUNING AND EXHAUST COMPONENTS

TOLL FREE:  
1-877-729-4754

WWW.FUELMOTOUSA.COM

## TECH REKLUSE AUTO-CLUTCH UPGRADE



**5**  
▲ Remove the derby cover and finally the primary cover to access the clutch.



**6**  
▲ Remove the pressure plate bolts holding the spring ring and Belleville spring together.



**7**  
▲ Pull the pressure plate and throw out assembly off the clutch pack.



**8**  
▲ Remove the clutch pack, including the metal judder spring and spring seat. It might be helpful to use picks to remove them.



**9**  
▲ Soak the Rekluse clutch plates thoroughly in transmission oil inside a bag. Make sure that parts of the plates are heavily soaked.



**10**  
▲ Install the supplied basket sleeves into the basket slots with the flat tabbed side facing inward. Make sure they are seated all the way. In some models the sleeves might stick above or below the basket tangs.





**LED SLED CUSTOMS  
SPRINGERS**

**NARROW/WIDE**

**RAW/BLACK/CHROME**



**1" OR 7/8"  
NECK STEM**



**MADE WITH PRIDE  
IN THE USA**

**WWW.LEDSLEDCUSTOMS.COM**

**TECH**

**REKLUSE AUTO-CLUTCH UPGRADE**



**11**

▲ Next, you'll begin to organize your soaked clutch packs and rings for installation. Be sure to align the notches on the friction disk for best performance.



**12**

▲ Install the thicker friction disc that will be installed first. Next, carefully follow your instruction manual for the order of installing the OEM spring seat, judder spring, and drive plates. Finally install the EXP disk on top of the clutch pack.



**13**

Take the pressure plate and replace the OEM throw out assembly with the one supplied from Rekluse. There is a C-clip that holds in place.



**14**

▲ Next, reinstall the pressure plate onto the clutch.



**15**

▲ Place the OEM Belleville spring, cup-side down, along with supplied Rekluse High-Torque Hold-Down Ring, to secure the Belleville spring to the pressure plate.



**16**

▲ Snug up the bolts in an even star-like pattern. It's important to tighten them as evenly as possible. Torque to OEM specs.



**17**

▲ Next, slightly tighten the Rekluse throw-out assembly, leaving enough play to allow adjustments to be made.





**SPEED DEALER**  
*Equipped*

Starting at  
**\$52.49**



**AXLE SPACER KITS**  
3/4" | 1" | 25MM

Starting at  
**\$82.49**



**GRIPS & PEGS**  
BRASS | ALUM. | BLACK

Starting at  
**\$74.99**



**VELOCITY STACK KITS**  
BRASS | ALUM. | BLACK

Starting at  
**\$29.33**



**MIRRORS & MOUNTS**  
BRASS | ALUM. | BLACK

★ American Made ★

**USE COUPON: SAVE**  
**HOTBIKE15 10%**

**TECH** REKLUSE AUTO-CLUTCH UPGRADE



18

▲ Next, set the install gap. This step is critical for the auto clutch to work properly. Make sure to double-check instructions to achieve the exact amount of necessary play. Start by turning the adjuster clockwise until you feel an increase in pressure. Then turn the adjuster 1-1/4 turns more. Finally torque the Rekluse throw-out assembly to specs to keep it from backing out.



19

▲ Replace the primary cover gasket to avoid any leaks.

**20.** Replace the primary cover bolts with the correct length going to the correct location torqued in the correct order. Don't forget to reinstall the drain plug. Leave the derby cover off.



20



21

Finally refill the primary cover with transmission oil to the correct levels.



22

▲ Reinstall the derby cover and footrests, and adjust the clutch lever for correct free play.

**SOURCE:**  
**REKLUSE**  
EXP Automatic Clutch  
rekluse.com