



READ ME FIRST

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There are several crucial steps that must be understood and performed to ensure your clutch will function properly. Failure to properly install and maintain your clutch components will result in premature wear or failure.

New Friction Disk Break-In

⚠ WARNING

Failure to follow the oil screen inspection process after break in could cause motor oil delivery failure which can result in motor failure, serious injury, or death.

- Following the installation of a new set of friction disks, there will be a short break in period during which the friction disks will wear in somewhat. Following this wear in period, it is vital to inspect the oil screens.
 - Soak new friction disks in oil
 - Install new friction disks
 - Ride the bike for an initial period
 - Inspect the oil screens, and change oil as necessary

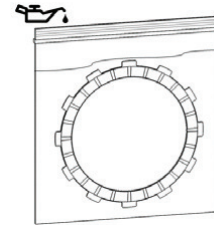
Damper Inspection (DDS clutches only)

During clutch installation, inspection of the OEM dampers is necessary. Follow the inspection process found in the installation manual.

- Remove OEM components called out in the installation manual
- Follow the damper inspection process found in the installation manual
- Replace dampers if necessary

INSTALLATION GUIDE

1. Soak the friction disks in clean engine oil for 10-15 minutes. Make sure the friction disks are coated on both sides. *Pouring oil into the plastic bag suffices.*



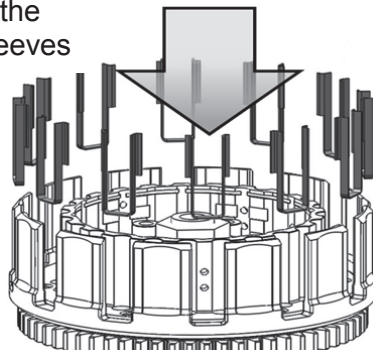
2. Remove the old clutch pack.
3. Remove the old basket sleeves and inspect the clutch basket for damper and/or spring rotational play.
 - Dampers/springs should not be loose. Inspect the clutch basket for notching. Do not install sleeves or use product with a notched basket. Notched basket tang faces can cause the sleeves to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace basket if necessary.

⚠ WARNING

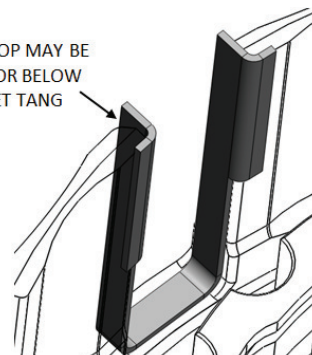
Failure to inspect the basket and replace if necessary could result in death, serious injury, and/or property damage.

4. Install the new basket sleeves into the 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.

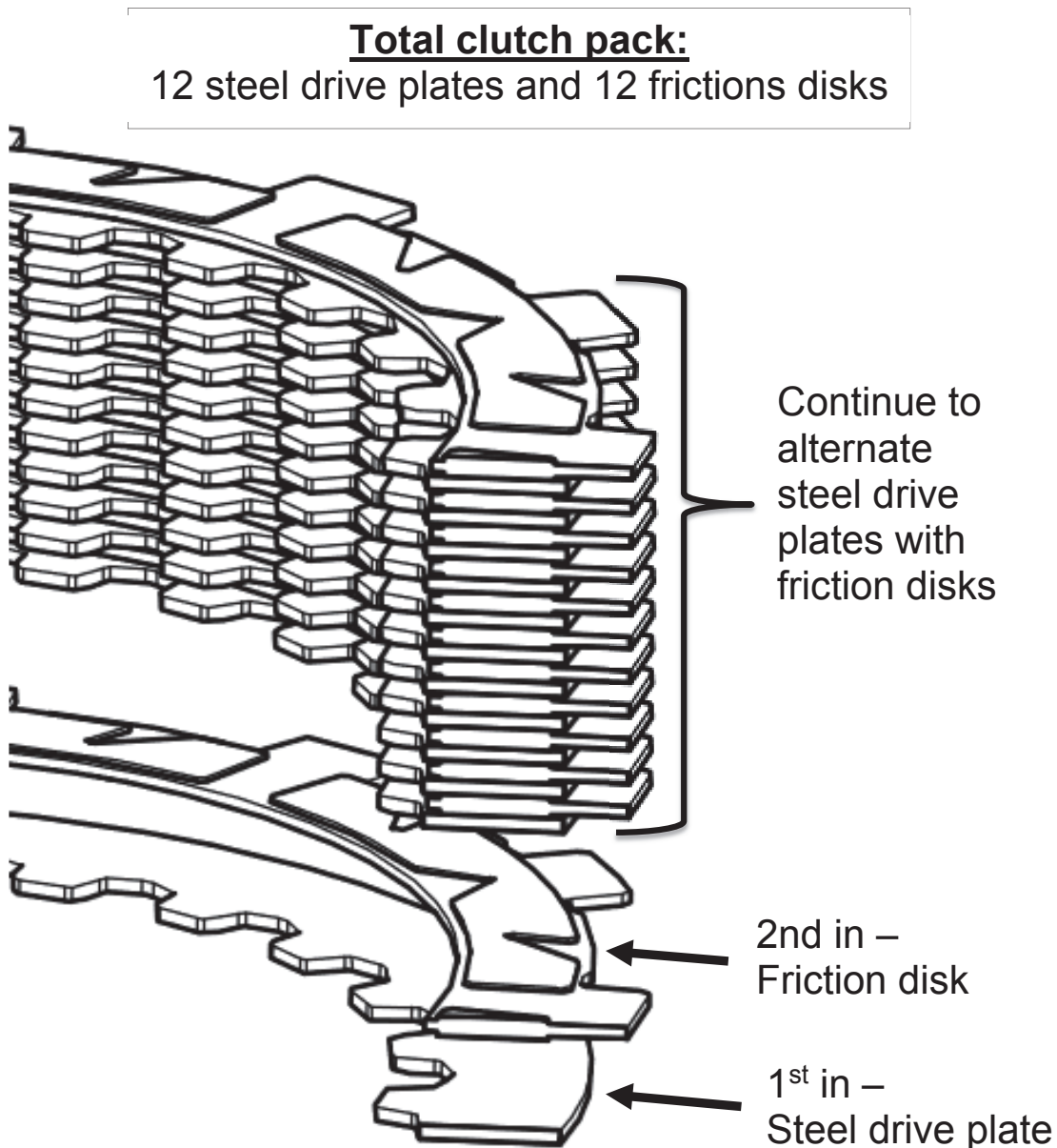
Install all the
basket sleeves



SLEEVE TOP MAY BE
ABOVE OR BELOW
BASKET TANG



5. Install the clutch pack by **starting with a steel drive plate**.
6. Add a friction disk, then continue to alternate steel drive plates with friction disks for the entire clutch pack, ending with a friction disk.

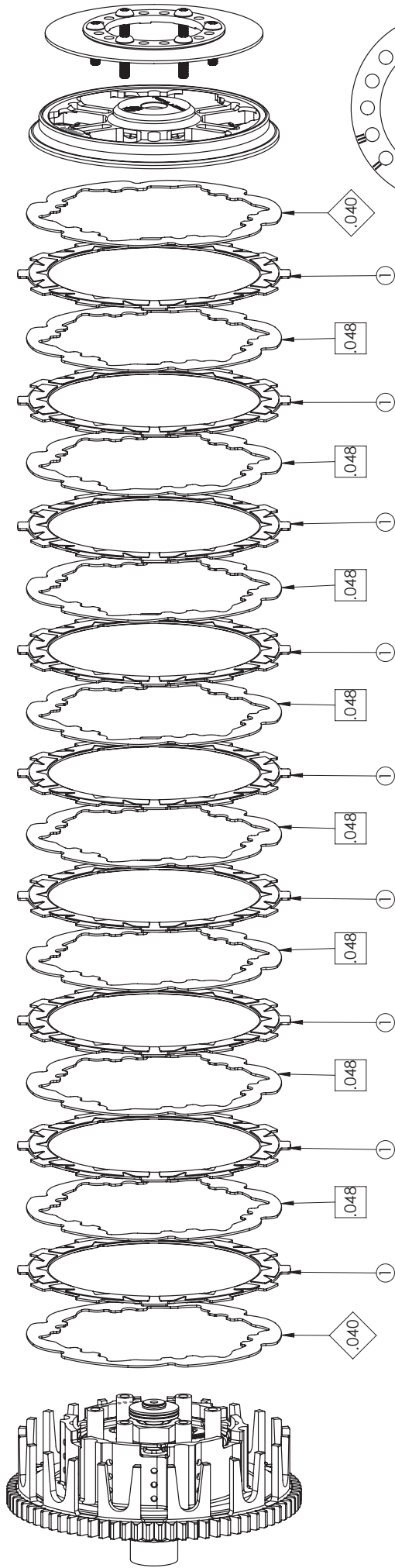


7. After installation, readjust the lever free play.
8. Start the bike and warm it up for a few minutes before riding.
9. Break-in will occur over the first 1-2 hours of riding.



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SETUP SHEET 198-7113080



ITEM NO.	DESCRIPTION	QTY.
.040	DRIVE PLATE (.040")	2
.048	DRIVE PLATE (.048")	8
1	TORQDRIVE FRICTION (.070")	9

The OEM spring ring has different settings to account for variances in the clutch pack and wear. The optimal setting depends on the thickness of the clutch pack. In general, MORE preload on the spring results in LESS clamping force, which in turn provides a lighter lever pull and less aggressive clutch performance. LESS preload on the other hand provides MORE clamping force, a heavier clutch pull, and more aggressive clutch performance.

Spring Ring

PACK THICKNESS (IN/mm)	SPRING RING SETTING
> .100 (>27.9)	III OR Z
1.088-1.100 (27.6-27.9)	II OR Y
1.066-1.088 (27-27.6)	I OR X

KEY:

MIN = MINIMUM ALLOWABLE THICKNESS
 MAX = MAXIMUM ALLOWABLE THICKNESS

