DROP-IN EXP UPGRADE

Note: For further assistance, review your original product installation manual or visit www.rekluse.com/support.

INSTALLATION

1. Soak the friction pads of the EXP disk in oil for at least 5 minutes.
2. Turn the fuel off (if carbureted) and lay your bike on its left side. Catch fuel that drains from the overflow in a suitable container.
3. Remove the clutch cover, pressure plate springs, and pressure plate.
4. Remove the EXP 2.0 disk.
   NOTE: If your EXP disk is deep in the clutch you will have to remove some friction disks and drive plates to reach it.
5. Install the new EXP 3.0 disk in the same position.
6. Reassemble the clutch as it came apart.
7. Reset the gap in the clutch. Gap adjustment is dependent on your original product and clutch type. See the following table:

Product Type	Adjustment Type
EXP Cable	Standard cable adjustment.
Core EXP Cable	Pressure plate adjuster.
Hydraulic	Adjustable slave cylinder.

8. Proceed to check free play gain and break in the EXP as outlined below.

CHECKING FREE PLAY GAIN

Warning: Always make sure the bike is in neutral before checking free play gain.

With the bike idling, apply enough pressure to the clutch lever to take up slack in the cable. While continuing to apply light pressure, rev the engine to about 5,000 RPM. As the auto clutch engages, **the clutch lever should move in about 1/8 in. (3mm).**

BREAK-IN PROCEDURE

Let the bike warm up for 2-3 minutes. With you hand off the clutch lever, perform 10 rev cycles, allowing the engine to return to idle between each rev.

Pull in the clutch lever and click into gear, then slowly release the lever. The bike should remain still and idling. Perform the following roll-on starts:

1st Gear – without using the clutch lever, roll on the throttle and accelerate to about 5,000 RPM, then come to a stop. Repeat 5 times.

2nd Gear – without using the clutch lever, roll on the throttle and accelerate to about 5,000 RPM, then come to a stop. Repeat 5 times.

SAFETY WARNINGS

Doc ID: 192-290
Doc Revision: 081211

Since any Rekluse auto clutch will make your bike appear to be in neutral when in fact it is in gear, it can move suddenly and unexpectedly if the operator applies the throttle with the bike in gear. Do not apply excessive throttle to the bike until you are certain the transmission is in neutral. When putting the bike in gear, make sure the engine has reached idle speed and the brake is applied.

If your throttle sticks open, use the kill switch to stop the engine.

Downhill riding with higher auto clutch engagement speeds requires adjustments to your riding style. For example, coming over the top of a hill in first gear and slowing to the point that the Rekluse auto clutch disengages the clutch, your motorcycle will now be “free-wheeling” down the hill. With higher auto clutch engagement speeds, engine speed engages the Rekluse auto clutch, not wheel speed. It may be possible to reach very high speeds coming down a hill in a very low gear. When throttle is applied, the Rekluse auto clutch will engage suddenly. In this situation, severe compression braking could cause an accident or engine damage.

WARNING

Clutches are subject to fail during normal use. Clutch failure could cause the rear wheel of the motorcycle to lock up while the vehicle is in motion. Should this happen, it may cause the operator to lose control of the motorcycle causing property damage, personal injury, or loss of life. Always take appropriate safety precautions when riding your motorcycle, including, but not limited to, proper training to handle emergencies, proper safety gear, and proper motorcycle maintenance.

WARNING

Improper installation, service or maintenance of this product can cause injury or property damage. Read these directions thoroughly before installation. Only a trained and qualified mechanic should install this product. For assistance or additional information, please call Rekluse Motor Sports.