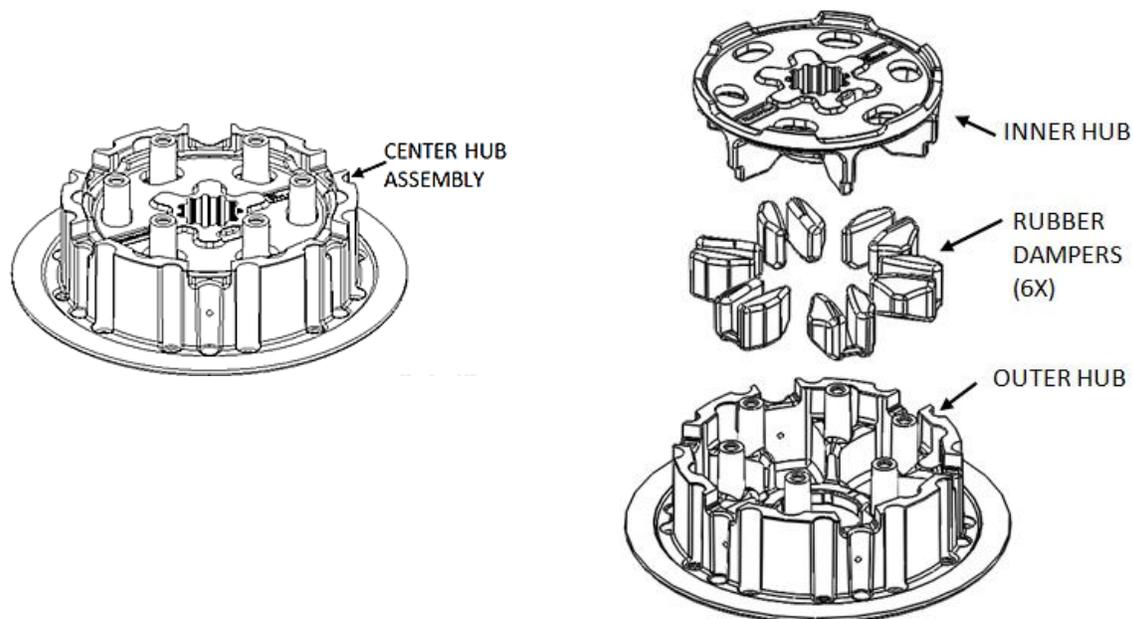


READ ME FIRST

Doc ID: 193-702A
Doc Revision: 022613

The KTM DDS clutch (a.k.a. Belleville spring clutch) employs a 2-piece damped center hub assembly, as shown. Rekluse clutch products employ the same technology and reuse the OEM rubber dampers.



Over time, the rubber dampers will shrink due to heat and use. When this shrinkage occurs, the rotating action between the two hubs becomes loose or sloppy. This can cause hammering between the clutch parts which will reduce the life of the clutch.

KTM recommends inspecting the clutch every 20 bike hours for SX-F models, and every 30 hours for XC, EXC, and XC-W off-road models, and replacing components as necessary. Rekluse has found that these inspection intervals are typically consistent with the expected life of the rubber dampers. For example: the 450 SX-F (including factory edition) engine operates at high temperatures, and its dampers will require servicing at about 20 hour intervals.

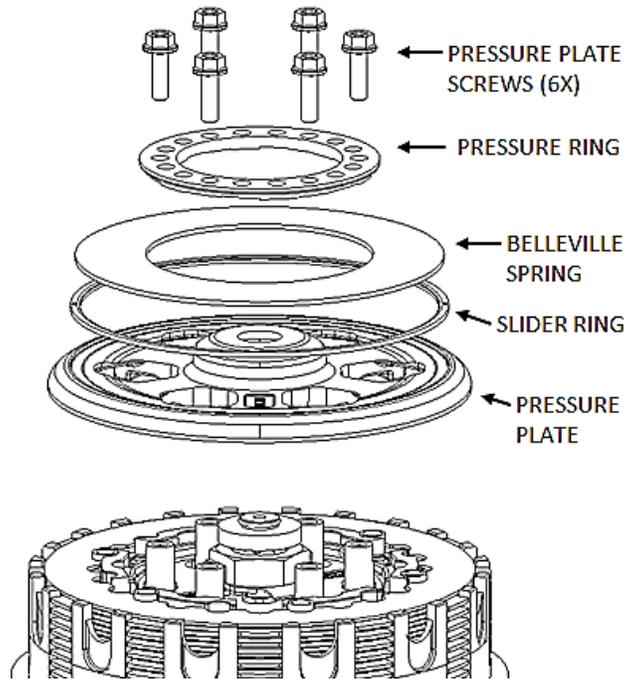
Rekluse recommends inspecting the rubber dampers before installing your new Rekluse clutch product. If your bike has reached or exceeded the recommended inspection interval before installation of this product, perform the clutch installation with **new** rubber dampers. After installation of your Rekluse clutch product, continue to inspect the dampers at these regular intervals and replace if necessary.

The rubber dampers = KTM part #: 78132025100 (6 are required)

See the reverse of this page for damper inspection procedure

DAMPER INSPECTION

Lay your bike on its left side, then remove the clutch cover and the following components:



With the bike in neutral, place your thumbs on the inner hub, at the location of the embossed part numbers, and try to spin the inner hub back and forth inside the outer hub. Rekluse recommends replacing the dampers if you feel slop between the two hubs.





Auto Clutch TROUBLESHOOTING GUIDE

Rekluse Troubleshooting Guide Terms

Free Play Gain – The additional movement of the clutch lever under slight pressure as the RPMs are raised from idle to approximately 5000 RPM. Free Play Gain should only be checked in neutral as per the instructions.

Worn Friction Plates – Will be thinner than the factory spec

Overheated Friction Plates – Sometimes referred to as glazed. Most of the time measure within spec, but the surface will look darker than new and the friction surface will be smooth like glass. The steel drive plates will also show signs of bluing or darkness

Squeal – Chirping noise under acceleration, or take off

Chatter/Shutter – Vibration or surge under acceleration as the clutch engages

Drag – When stopped or idling in gear, the bike will try pulling, or on a stand the wheel will spin

Chain Slap – Drag at idle, in gear, causing the chain to slap noisily against the swing arm

Low RPM Slip – Considered engagement slip and will make the initial clutch engagement soft

High RPM Slip – Occurs above half throttle while accelerating, as the engine RPMs raise little or no power is transmitted to the rear wheel resulting in a loss of forward drive causing excessive clutch heat

Rekluse troubleshooting chart located on back of this page

Note: The “possible fixes” contained in the chart below are listed in the order of things to try first for each “symptom”

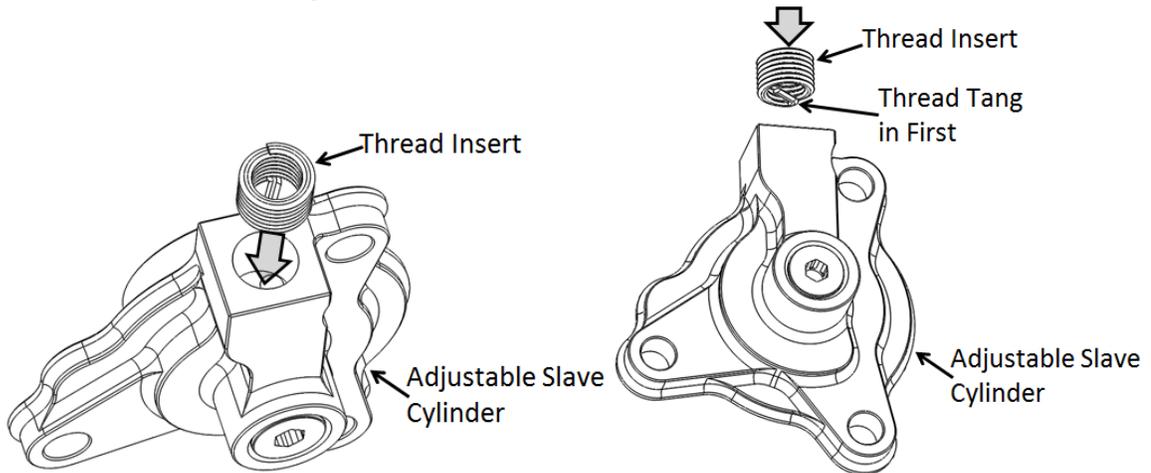
Core EXP 3.0 & EXP 3.0 Troubleshooting Chart		
Symptom	Possible Cause	Possible Fix
Drag or Stalling	Clutch break-in	Complete the recommended clutch break-in
	Transmission oil	Change the oil if it's not a clean high quality JASO MA certified oil
	Excessive “Free Play Gain”	Re-adjust the installed gap and re-check “Free Play Gain”
	Center clutch nut too tight	Re-torque the center clutch nut if it is binding when spun in neutral
	EXP engagement adjustment	Change the EXP setting to a higher engagement setting
	Worn or glazed friction disks	Replace friction disks (Rekluse or OEM disks recommended)
Low RPM slip	No “Free Play Gain”	Re-adjust the installed gap and re-check “Free Play Gain”
	Modified motor	Replace wedges with a heavier set if slightly modified
		If running Core EXP - Replace the pressure plate springs with a heavier set if highly modified
		If running EXP – upgrading to Core EXP is recommended
	Worn or glazed friction disks	Replace friction disks (Rekluse or OEM disks recommended)
Tall Bike gearing	Replace wedges with a heavier set if the gearing is taller than stock	
High RPM slip	No “Free Play Gain”	Re-adjust the installed gap and re-check “Free Play Gain”
	Modified motor	If running Core EXP - Replace the pressure plate springs with a heavier set if highly modified
		If running EXP – upgrading to Core EXP is recommended
	Pressure plate springs	Be sure the Rekluse springs are being used
		Inspect the springs, if they are out of spec replace
Worn or glazed friction disks	Replace frictions disks (Rekluse or OEM disks recommended)	
Squeal or Chatter	Transmission oil	Change the oil if it's not clean high quality JASO MA certified oil. Over-used oil may cause squeal or chatter
	Clutch basket	Replace the basket and/or cushions if they are worn (Rekluse basket recommended if available for your model)
		The Rekluse basket is known to eliminate most squeal or chatter, even if no wear is present (Not available for all models)
No clutch override	Excessive “Free Play Gain”	Re-adjust the installed gap and re-check “Free Play Gain”
Chain Slap	Adjust idle	Adjust idle closer to the engagement point of the clutch so there is less delay in clutch engagement
	EXP engagement setting	Raise the EXP engagement setting and adjust the idle accordingly

KTM Freeride ONLY

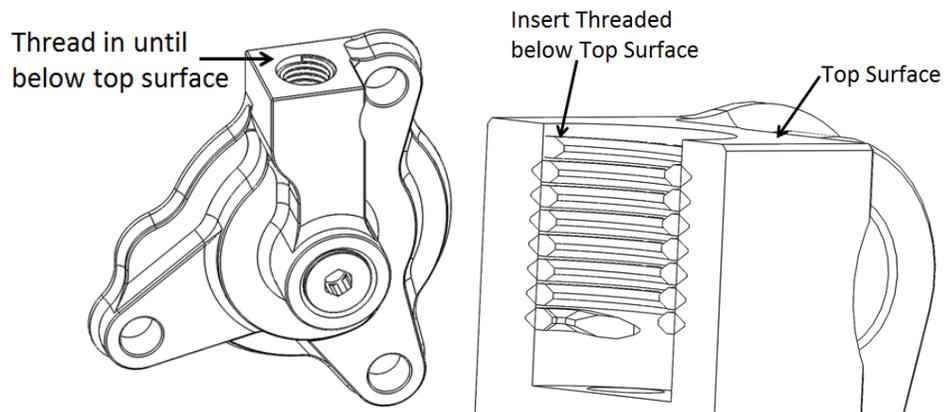
Slave Cylinder Appendix

Due to the KTM Freeride's smaller OEM slave cylinder banjo bolt, the included thread insert needs to be installed into the Rekluse Adjustable Slave Cylinder.

1. Thread the insert into the Rekluse Adjustable Slave Cylinder, using needle-nose pliers, starting with the thread insert tang.



2. Stop when the thread insert is below the top surface of the fluid port. If the insert is not below the surface the crush washers will not seal.



3. Using the needle-nose pliers, bend the thread insert tang up and down until it breaks off and remove it from the adjustable slave cylinder.

