



## **RIDER'S GUIDE**

**How to get the most out of your new clutch**

### **Let's Ride**

This guide is to help get the best experience riding with your new Rekluse centrifugal auto clutch.

It doesn't matter if you, a mechanic, or a dealer installed your new clutch. **This Rider's Guide will help you take full advantage of your new clutch, and keep it running smoothly for many miles to come.**

### **What it does**

The Rekluse auto clutch engages the clutch automatically when starting and stopping. The auto clutch provides smooth acceleration without loss of power. It also prevents stalling when riding at slower speeds or maneuvering through traffic. **You retain full control of shifting** and can continue to use the clutch lever if you like.

### **What it doesn't do**

The Rekluse auto clutch is **not an automatic transmission**. You still need to shift to maintain the proper gear selection when accelerating, cruising, and decelerating.

# **GETTING STARTED**

There are a few basic steps you need to know when shifting with your new auto clutch. Learning these steps will keep your ride smooth and prevent damage to the clutch.

- Always start your bike in **Neutral** and let the engine warm up. If the bike is cold, clutch the bike manually until it is warm.
- **Always shift your bike from Neutral to 1<sup>st</sup> gear with the clutch lever pulled in.**
- To begin moving, let the clutch lever out and simply twist the throttle.
- Upshift gears as you normally would using the clutch lever as you shift.
- Your Rekluse auto clutch engages during normal riding from idle to 1,800 RPM. While cruising, keep the RPM at or **above 2,400 RPM** to keep the clutch from slipping.

## **Items to Note**

- **Do not dyno test** this product without reviewing the included dynamometer document
- Thoroughly read and understand the **Safety Information** and **User's Guide** before operating the bike with this product
- Videos related to this product can be viewed online at [www.rekluse.com/support/videos](http://www.rekluse.com/support/videos)
- **Do not “rev” the throttle while in gear and not moving.** Revving the engine while in gear may lurch the bike forward or move it unexpectedly
- Check your Free Play Gain before each ride

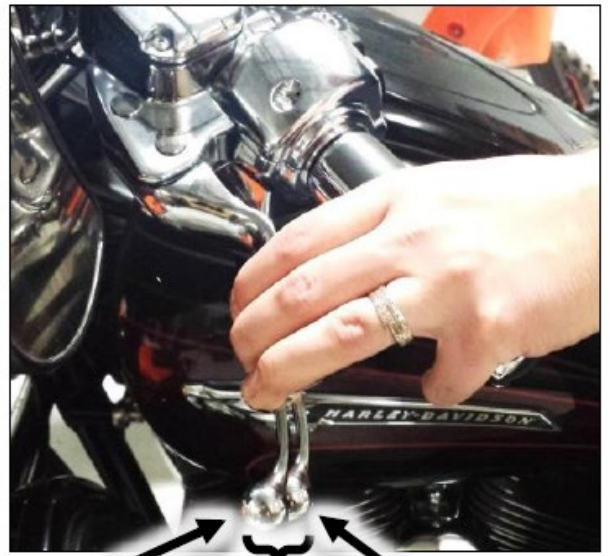
### **⚠ WARNING**

**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.**

## **FREE PLAY GAIN**

Maintaining Free Play Gain is very important.

- **Too much Free Play Gain** results in drag and poor disengagement
- **Too little Free Play Gain** results in excessive slipping, heat, and premature clutch wear
- Refer to your Rekluse Manual for detailed instructions



Lever with  
"slack" removed

Lever position  
around 4,000 RPM

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

## **MAINTAINING PROPER**

### **ENGINE RPM**

The Rekluse auto-clutch engages as the engine RPM rises. Riding at a very low RPM can cause slipping, wear, and clutch failure because the auto clutch has not fully engaged yet.

#### **Idle to 2000 RPM**

Cruising at this RPM should only be done in 1<sup>st</sup> or 2<sup>nd</sup> gear. Cruising in this zone in any gear higher than 2<sup>nd</sup> may result in clutch damage or free-wheeling which can be dangerous.

#### **2,000-2,400 RPM**

This is a healthy zone when cruising under moderate throttle. There is no need to downshift unless you are pulling a heavy load, riding uphill, or accelerating quickly.

#### **ABOVE 2400 RPM**

Keep the RPM in this zone when loaded with weight, riding uphill, or accelerating quickly.

**Note:** Some Harley-Davidson models have a gear recommendation gauge. **This gauge does not tell you what gear you are currently riding in.** No matter what gear your gauge indicates you are currently in, you will need to downshift to the proper gear if the RPM is too low.

## **CAUTION**

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

# **USE OF OTHER AFTERMARKET PRODUCTS**

- **Cable to Hydraulic clutch**

- If your bike was a cable-actuated model but now has a factory hydraulic clutch installed, you will need to purchase the hydraulic configuration of the EXP kit for your bike model, or you can purchase the hydraulic adjuster assembly separately from Rekluse.

- **Clutch Components**

This clutch is **NOT** designed or intended for use with any other aftermarket clutch components including but not limited to:

- Performance clutch kits such as those made by Barnett, Screamin' Eagle, or similar
  - Centrifugally-clamping pressure plates, coil-spring kits, or any other such devices which provide more clamping force than the OE clutch
  - Dry clutch conversions or belt-driven primaries
- **Aftermarket clutch levers (including adjustable levers)**
    - Some aftermarket levers and/or perches claim “Lighter Lever Pull”. These levers may cause clutch drag, difficulty shifting, and failure to disengage the clutch. These levers are not recommended.

# FREE-WHEELING

If engine RPM drops too low in a tall gear the auto-clutch can disengage and “free-wheel”. If this occurs, select an appropriate gear for your speed, and gently roll on the throttle until the clutch engages again.

To prevent free-wheeling maintain a proper engine RPM. See the previous section for details.



**It is important not to downshift while in a free-wheeling state or loss of control may occur when the clutch re-engages. Refer to the Safety Information sheet for more information.**

# OIL

Your clutch requires the correct OE primary chaincase oil.

- Always use the OE recommended oil type and weight
- Change the oil according to the bike manufacturer’s recommended interval. Old or worn oil will result in poor clutch performance

# PARKING

Use the included lever safety straps every time you park or leave the bike. **Refer to the Safety Information sheet for more information.**

- Pull the lever tight against the handlebar.
- Wrap the 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.



## **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.

Information about EXP tuning options can be found in the **Installation Guide** included with this kit.

## **NEED ADDITIONAL HELP?**

### **Website**

[www.rekluse.com/support](http://www.rekluse.com/support)

### **Phone**

(208) 426-0659

Monday thru Friday: 8 am – 5 pm Mountain Time

### **Email**

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