

REKLUSE



REKLUSE MOTOR SPORTS

The Rekluse Trail Clutch

INSTALLATION GUIDE

191-1000
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OVERVIEW

To complete the installation, you will be performing the following steps:

- Removal of your stock pressure plate and clutch plates
- Installation of the Rekluse EXP friction disk with Rekluse steel plates and some of your stock friction disks
- Setting the installed gap for break-in
- Performing clutch break-in
- Re-setting the installed gap after break-in

INSTALLATION TIPS

- Be sure to use proper eye protection
- Laying the bike on its side makes it easier to work on the clutch and eliminates the need to drain the oil
 - Be sure to turn off the gas, work in a ventilated area and be prepared to catch any gas that may drain from vent tubes

TOOLS NEEDED

- 8mm, 10mm socket (for removing clutch cover and stock springs)
- 8mm, 10mm wrenches for cable adjustment

PARTS INCLUDED

- EXP Disk Assembly (including adjustment springs)
- Rekluse Drive Plates (5)
- Rekluse HD Pressure Plate Springs (6 for 450, 5 for 250)

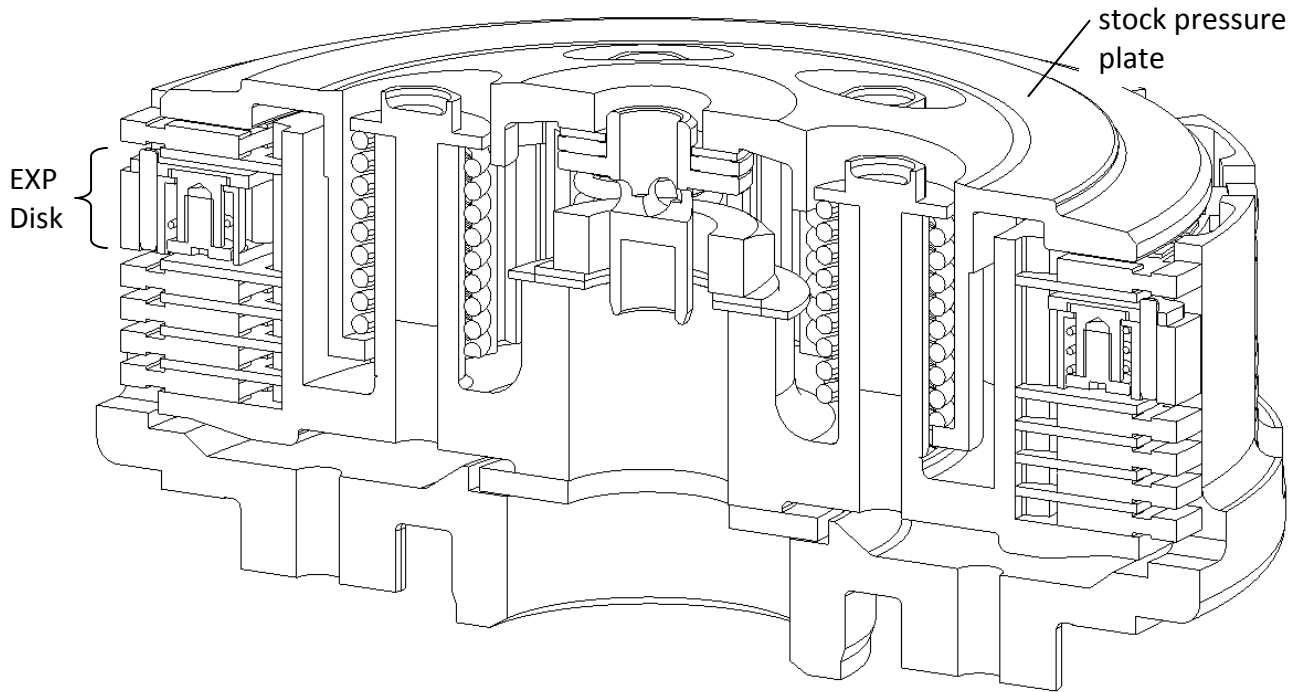


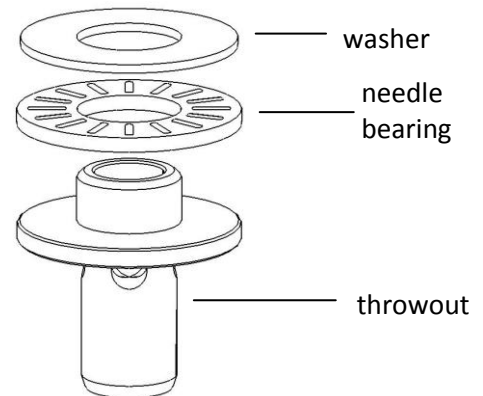
Diagram is representative. Not all models will be configured as above.

1. Soak the friction pads of the EXP Disk assembly in oil for at least 5 minutes. Putting oil in the bag in which the Trail Disk is packaged will make this easy.
2. Lay the motorcycle on its left side and remove the clutch cover.
3. Remove the stock springs, pressure plate, and clutch pack.

NOTE: Some of the friction plates will be re-installed.

4. Install clutch pack. See setup sheet for proper configuration.
5. If removed, re-install OEM throwout, needle bearing, and flat washer onto throwout rod. **See diagram above right.**

NOTE: If you are missing the flat washer, it is probably stuck to the backside of your stock pressure plate.

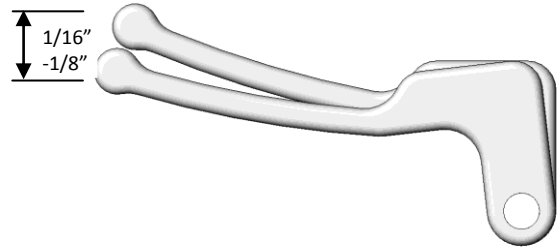


6. See setup sheet as some models also require a spacer.
7. Install OEM pressure plate.
8. Install pressure plate springs (see setup sheet for proper configuration), and OEM bolts.
9. Install clutch cover and torque cover bolts to value recommended in your owner's manual.
10. Stand the bike up, supporting it on its kickstand or a center stand.

11. Removing Clutch Cable Slack

Adjust the clutch cable so there is no free play between clutch lever and clutch perch; this means the clutch lever should be held in place against the perch and not move freely. If the clutch lever still moves freely, remove all of the clutch cable slack until the clutch lever does not move freely. Use the adjuster at the clutch perch or the in-line cable adjuster to remove all cable slack.

engine is revved. If you cannot feel any lever free play gain, adjust the cable adjuster further in. If the lever comes in too far, adjust the cable adjuster further out.



12. Set “Free Play Gain”

WARNING: To prevent injury and/or loss of control of the motorcycle, make sure the transmission is in neutral for this step.

With the bike at idle, apply light pressure to the clutch lever with a single finger, the clutch lever should be tight and not move.

While continuing to apply light pressure, quickly rev the engine to at least 5000 RPM from idle. The clutch lever should move in under your finger pressure slightly as you rev the engine. This is known as free play gain.

Measured at the end of the clutch lever, the lever should come in 1/16” – 1/8” (1.5 – 3mm) as the

NOTE: With a stock clutch, many riders increase clutch cable slack to move the disengagement point of the lever to a comfortable position. With the Rekluse Trail Clutch, this can only be accomplished using an adjustable-reach clutch lever. If your bike’s lever does not have this feature, adjustable-reach levers are available from ARC Levers at www.arclevers.com.

NOTE: After 10 minutes of riding, re-check free play gain and adjust as necessary.

NOTE: Checking free play gain is simple and takes less than a minute to perform. For maximum clutch plate life, take a moment to check for free-play gain at the start of every ride or if you ever feel the clutch slipping.

WARNING: DO NOT RIDE WITHOUT SUFFICIENT FREE PLAY GAIN. Your clutch may seem to operate properly but it is not getting full clamping force and may slip imperceptibly. This can lead to premature failure of the clutch friction disks including the EXP friction disk.

Bumpstarting

The Rekluse Trail clutch can be bumpstarted by adjusting the cable adjuster in until there is a small amount of free play between the clutch lever and perch. This essentially turns the clutch back into a manual clutch; although at higher RPMs, the clutch lever will move in towards the handlebar.

With a small amount of free play between the clutch lever and perch, bumpstart the bike as you normally would. Once the bike is started, pull in the clutch lever and put the bike in neutral. With the bike in neutral and the engine running, adjust the cable adjuster out until the proper free play gain is found as described in step 13.