

REKLUSE



REKLUSE MOTOR SPORTS

The Rekluse Trail Clutch

INSTALLATION GUIDE

191-1036

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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

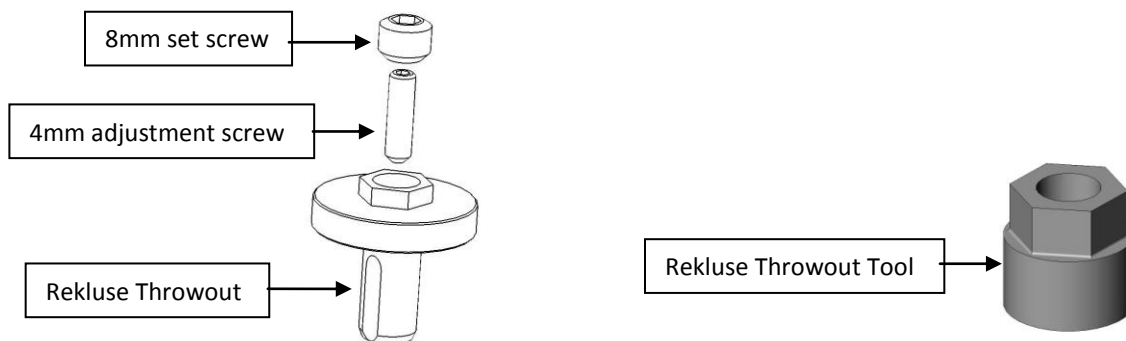
- Be sure to use proper eye protection
- Laying the bike on its side makes it easier to work on the clutch and eliminates the need to drain the oil
 - Be sure to turn off the gas, work in a ventilated area and be prepared to catch any gas that may drain from vent tubes

TOOLS NEEDED

- 8mm, 10mm socket (for removing clutch cover and stock springs)
- 2mm and 4mm Allen wrench
- 4mm Allen socket
- 10mm wrench
- Inch lb. torque wrench

PARTS INCLUDED

- EXP Disk Assembly (including adjustment springs)
- Rekluse Drive Plates (5 or 6, depending on model)
- Rekluse HD Pressure Plate Springs (4,5, or 6 depending on model)
- Rekluse Gasket (select models only – see Setup Sheet)
- Rekluse Throwout Assembly (***below left***)
- Rekluse Throwout Tool (***below right***)



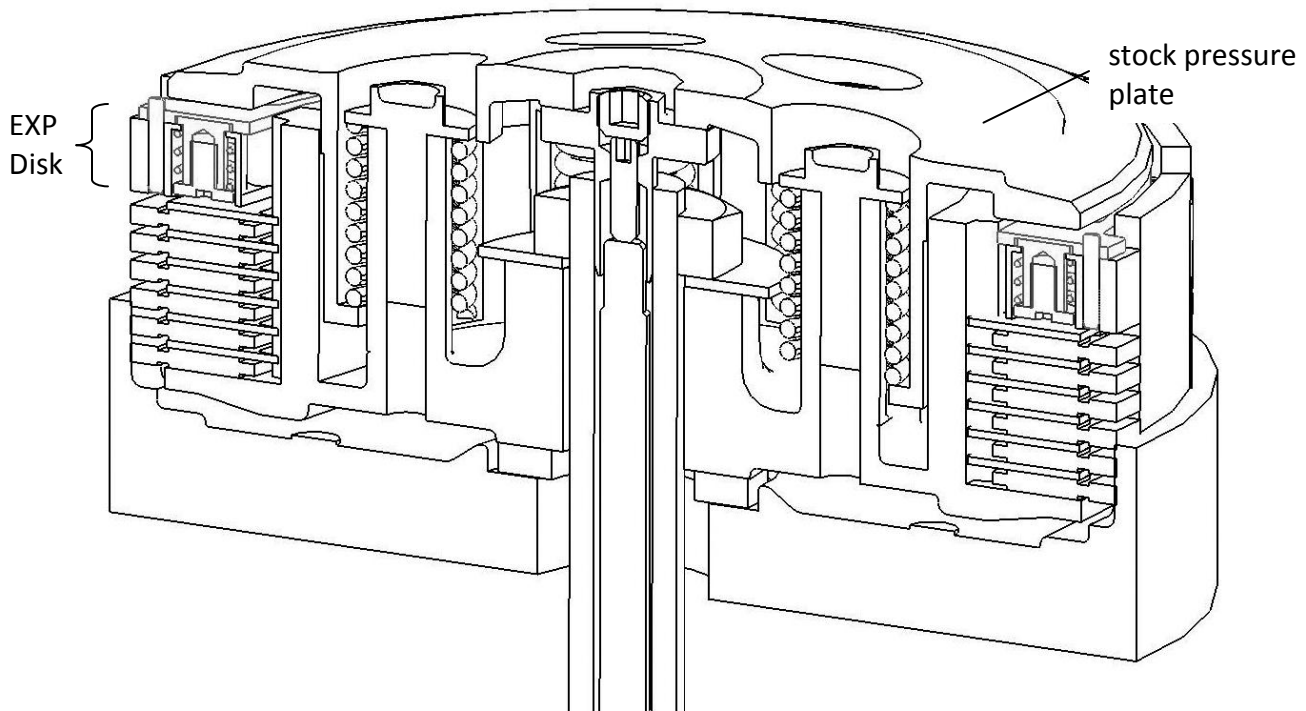
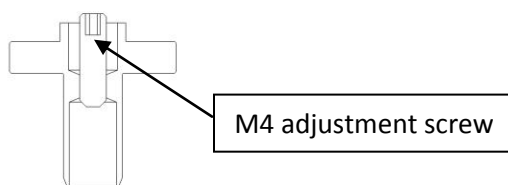


Diagram is representative. Not all models will be configured as above.

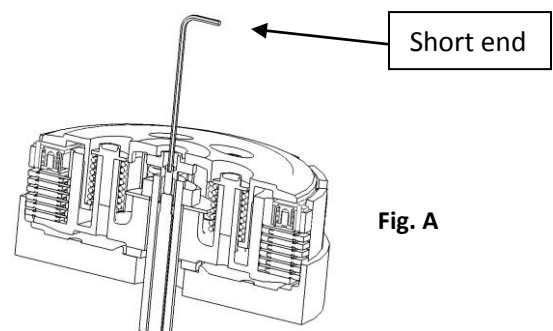
1. Soak the friction pads of the EXP Disk assembly in oil for at least 5 minutes. Putting oil in the bag in which the Trail Disk is packaged will make this easy.
2. Lay the motorcycle on its left side and remove the clutch cover.
3. Remove the OEM springs, pressure plate, throwout, and clutch pack.

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

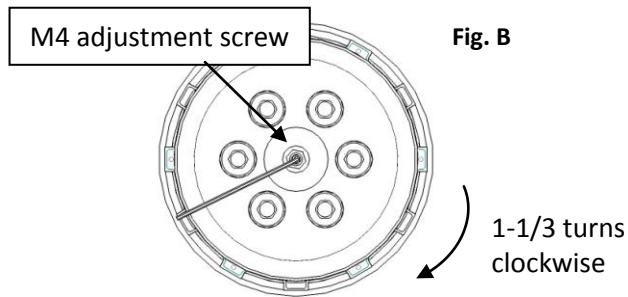
4. Install clutch pack. See setup sheet for proper configuration.
5. Install M4 adjustment screw into Rekluse throwout (do this away from the bike to prevent it falling into engine) so that it is just above flush (**see diagram below**).



6. Install Rekluse throwout onto throwout rod. **Do not install the OEM needle bearing and washer.**
7. Install OEM pressure plate.
8. Install pressure plate springs (see setup sheet for proper configuration), and OEM bolts.
9. **Finding the Starting Point**
Using the short end of a 2mm Allen wrench, turn the M4 adjustment screw clockwise until the set screw stops with moderate pressure (see Fig. A). At this point the slave cylinder should be bottomed out and this is your starting point.

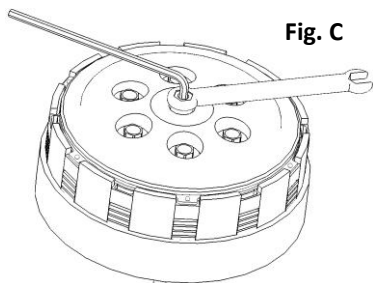


10. From this point, turn the M4 adjustment screw 1-1/3 turns clockwise (see Fig. B).



NOTE: If the throwout starts to spin while trying to find the starting point, use the Rekluse Throwout Tool to help hold it.

11. Install the M8 set screw and tighten it until the Rekluse throwout starts to spin. Use the throwout adjustment/tightening tool along with a 10mm box-end wrench (see Fig. C) to keep the throwout from spinning. Recommended torque is 70-inch pounds.



NOTE: Be sure to remove Rekluse Throwout Tool. We recommend keeping tool in tool pack if trailside adjustments become necessary.

12. Install clutch cover and torque cover bolts to value recommended in your owner's manual.

NOTE: Some models require a thicker Rekluse gasket (with OEM or Rekluse Cover). See setup sheet for details.

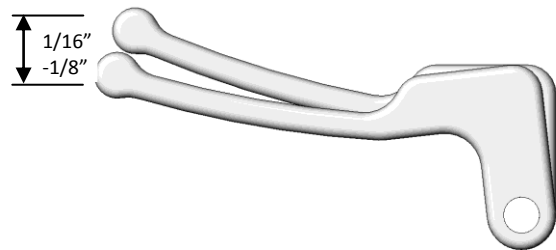
13. Stand the bike up, supporting it on its kickstand or a center stand.

14. Checking "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. 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 engine is revved. If you cannot feel any free play gain, the M4 adjuster may be adjusted farther in than 1-1/3 turns. If the lever comes in too far, it may be adjusted less than the 1-1/3 turns. If either of these two symptoms occur, re-adjust the M4 adjustment screw. The adjustment range of the M4 adjustment screw is 1-1/4 to 1-1/2 turns.



15. Clutch Break-in

With the engine running, pull in the clutch lever and click the bike into gear. Slowly release the clutch lever. The bike should stay in place, perhaps with some forward creep.

Once you have the bike idling with first gear engaged, slowly apply the

throttle to begin moving. To break-in the clutch components it is best to perform some roll on starts, without using the clutch lever, in 1st and 2nd gear. In 1st gear, accelerate moderately to approximately 5000 RPMs and come to a stop—repeat this 20 times. Next, starting in 2nd gear, accelerate moderately to approximately 5000 RPMs then come to a stop—repeat this step 10 times.

16. Re-check clutch lever free play gain and adjust if 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.