

REKLUSE



REKLUSE MOTOR SPORTS

Pro Start Clutch

Harley-Davidson

OWNER'S MANUAL

Part# 191-681
Revision 020807

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WELCOME

Thank you for purchasing the Rekluse ProStart clutch. The Rekluse ProStart clutch has been carefully engineered to work with your Harley-Davidson motorcycle. Installation and maintenance of your Rekluse ProStart clutch should be performed by an authorized Harley-Davidson service center. Proper installation, maintenance, and riding technique are critical to get the most out of your Rekluse ProStart clutch.

WHAT TO EXPECT FROM YOUR PROSTART CLUTCH

The Rekluse ProStart is a semi-automatic, centrifugally actuated clutch. When the engine is off or at idle speed, the clutch is automatically disengaged. As throttle is applied and engine RPMs increase, a centrifugal mechanism within the Rekluse ProStart automatically engages the clutch. The “semi-automatic” feature of the Rekluse ProStart clutch is the ability to override the automatic engagement of the clutch by pulling in the stock clutch lever.

The Rekluse ProStart clutch is **not** an automatic transmission. The Rekluse ProStart will simply automatically engage and disengage the clutch for you when starting and stopping and “feather” the clutch at slow speeds. You will still need to shift gears and use proper gear selection for the speed you are traveling.

HOW THE PROSTART CLUTCH WORKS

ENGINE IDLE SPEED AND REKLUSE PROSTART CLUTCH ENGAGEMENT

The Rekluse ProStart clutch is designed to begin engaging the clutch just above idle. Typical engine idle speeds for a Harley-Davidson engine are between 900 and 1050 RPMs. When your engine is cold and first started, the idle speed may be 1500 RPMs or higher. When your engine is cold and idling at a high speed or anytime your engine idle is above the normal range, **the Rekluse ProStart clutch will not provide automatic clutch disengagement and you will need to pull in the stock clutch lever to disengage the clutch.** Rekluse recommends that you fully warm up your motorcycle and wait until your engine is operating at normal idle speeds before riding.

When the engine is off or idling, the Rekluse ProStart clutch is disengaged and the effort required to pull in the clutch lever is very low. Above 1750 RPMs, clutch lever effort should be similar to the stock Harley-Davidson clutch. Between idle and 1750 RPMs clutch lever effort will gradually increase. When pulling in the clutch lever between idle and 1750 RPMs you may feel a light “pop” at the clutch lever as it fully releases. This “pop” feeling is the centrifugal device in the Rekluse ProStart releasing and is normal.

PUTTING THE MOTORCYCLE IN GEAR AND TAKING OFF

To familiarize yourself with the Rekluse ProStart clutch, find a safe, open area such as an empty parking lot to practice riding.

Start the bike in neutral and allow the engine to fully warm up so it is running smoothly and at a normal idle speed. Pull in the clutch lever to ensure the clutch is completely disengaged before selecting first gear from neutral. Slowly release the clutch lever. The motorcycle should stay in place and not try to drag forward. If the bike drags forward after the lever is released in gear, the idle speed is too high or your clutch may need adjustment.

With the bike in gear and the clutch lever released, gently apply throttle. The motorcycle should move forward smoothly and naturally just above idle. Allow the motorcycle to reach 10 to 15 mph and then gently apply the brakes to bring the motorcycle to a stop without pulling in the clutch lever. When coming to a complete stop you may notice a slight tendency for the motorcycle to creep forward. This “clutch drag” at idle after automatic disengagement is normal. Pulling in the clutch lever completely and then releasing the clutch lever should eliminate the drag.

You should always take off from a stop in first gear. Although the ProStart clutch will allow you to pull away smoothly in second or even third gear, doing so is very hard on your motorcycle’s clutch plates. Failure to use first gear when taking off from a stop will result in premature clutch wear.

CHANGING GEARS

Changing gears with the ProStart is the same as changing gears with the stock Harley-Davidson clutch. The Rekluse ProStart clutch **does not automatically disengage the clutch to shift gears**. Rekluse recommends using your clutch lever to disengage the clutch while shifting gears. Refer to your Harley Davidson owner’s manual for tips on changing gears and speeds at which to change gears.

With the Rekluse ProStart Clutch, you will find that pulling the clutch about half-way to the bar typically provides sufficient clutch disengagement to get a smooth shift to the next gear.

USING THE APPROPRIATE GEAR

It is important to use the appropriate gear for the speed the motorcycle is traveling. To provide for a smooth take-off, the Rekluse ProStart clutch will normally “slip” at engine speeds below 1500 RPMs. The higher the gear, the lower the RPM and the more throttle is applied, the more the clutch will slip. Excessive or prolonged “slipping” of the clutch will result in premature clutch wear.

Between 1500 and 2250 RPMs the Rekluse ProStart clutch may slip under a half to full-throttle load, especially in third, fourth or fifth gears. Worn clutch discs or very high performance motors may cause increased clutch slip.

RIDING WITH THE REKLUSE PROSTART CLUTCH (CONTINUED)

COMING TO A STOP

It is not necessary to pull in the clutch lever when coming to a stop with the Rekluse ProStart clutch. The Rekluse ProStart will automatically disengage the clutch as the engine speed comes down to idle, preventing the engine from stalling.

Rekluse recommends that you downshift as you slow down. Remaining in a high gear at low speeds may leave you vulnerable if you need to accelerate suddenly. Pull in the clutch lever to downshift. Downshifting when the engine has dropped to approximately 1750 RPMs will require very little clutch lever effort and still leave you in position to accelerate away smoothly if needed. When downshifting, always apply a small amount of throttle as the clutch lever is released to be sure the clutch re-engages.

For safety reasons, **Rekluse recommends that you leave the bike in first gear with the clutch lever held in while stopped in traffic.** By leaving the bike in gear, you can quickly respond to an unexpected incident that requires sudden movement of your motorcycle. Making a habit of holding the clutch lever in while stopped will prevent unexpected movement forward if you rev the engine.

When you are ready to take off again, completely release the clutch lever and gently apply throttle to begin moving forward.

BREAK-IN PERIOD

The ProStart clutch requires a short break-in period. During the break-in period, the ProStart should not be operated at steady engine speeds above 3000 RPMs for more than 10 minutes. Breaking-in the ProStart clutch requires start and stop cycles. Riding the ProStart clutch in stop-and-go city traffic for one hour will provide sufficient break-in.

If you would like to accelerate the break-in period, find an empty parking lot with ample room and no other traffic. From a stop, bring the motorcycle to 20 miles per hour and then back to a stop. Repeat this process at least 20 times.

MAINTENANCE

Proper maintenance is important to ensure the longevity of the Rekluse ProStart clutch and the rest of the stock clutch components in your Harley-Davidson Motorcycle. Refer to your owner's manual for proper primary chaincase oil levels and oil type. Rekluse recommends the use of Harley-Davidson Primary Chaincase lubricant with the Rekluse ProStart clutch. Do not use oils designed for use as automotive engine oil in your Primary Chaincase. If Harley-Davidson Primary Chaincase lubricant is not readily available, a premium-quality Diesel engine oil, such as Shell Rotella T, that does not contain friction modifiers may be substituted.

Inspection and adjustment of the Rekluse ProStart clutch should only be performed by a service center trained in Harley-Davidson and Rekluse ProStart repair and maintenance. The Rekluse ProStart clutch should be inspected for adjustment after 1,000 miles of operation. Thereafter, inspection for adjustment should be performed at 5,000 mile intervals.

