

Rekluse Motor Sports z-Start Pro Tuning Guide BMW 650

198-600

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Congratulations on your purchase of the z-Start Pro clutch for the BMW-650. We hope you find the z-Start Pro clutch improves your riding experience. If you ever have any questions about installation, adjustment or riding with the z-Start Pro clutch, please don't hesitate to call us at 208-426-0659, Monday through Friday 8am to 5pm mountain standard time.

The z-Start Pro for the BMW-650 is set to have a clutch engagement *point* right at idle speed, and a hard engagement *rate* to prevent excess clutch slip at low RPM. The BMW delivers excellent torque at low RPM so maintaining proper gear selection is critical.

WARNING: Riding in too high of a gear for a given situation can cause premature wear to the clutch plates and damage the z-Start Pro. In 3rd, 4th, and 5th gears, engine speed should not drop below 2000 RPMs except for short periods of time. Maintaining proper cable slack/lever free-play (see installation instructions) is also critical to ensuring full engagement and thus preventing premature clutch wear.

Compression Braking

With the z-Start Pro clutch, your bike should maintain normal compression braking all the way down to just above idle speed. However, if the rear tire is locked while moving, the engine will drop to idle speed and the z-Start Pro will automatically disengage the clutch. When the brake is released while the bike is still moving, the clutch *may* not reengage until the engine RPMs are brought above idle. This situation is called "freewheeling". It may be necessary to "blip" the throttle to get the clutch to reengage.

WARNING: familiarize yourself with how the z-Start Pro clutch operates in different situations to prevent an accident. Note that often times the clutch will reengage on its own after locking the rear tire. Freewheeling after locking the rear tire is most likely to occur in 3rd, 4th and 5th gears and when engine speeds are low for the gear position (i.e. freewheeling is more likely to occur in 4th gear at 20 MPH than in 2nd gear at 20 MPH).

Using the Clutch Lever

The clutch lever can be used at any time to override the engagement of the z-Start Pro clutch. A common question for new z-Start Pro riders is, "do I need to use the clutch lever to shift gears?" The z-Start Pro clutch does not disengage the clutch for you when shifting gears. If you use the clutch to shift gears now, you should continue to do so. If you are familiar with proper technique for "clutch-less" shifting, it is safe to do with the z-Start Pro clutch. In particular, shifting from 1st gear to 2nd gear on pavement, should be done with the clutch lever due to the large gap between those gears and high traction on pavement.