

Rekluse Motor Sports z-Start Pro Tuning Chart Suzuki LTR450

198-866

Manual Revision: 022508

Engagement RPM	Engagement Rate	Spring(s)	Balls
LOW	Hard	C150M3	24 Steel, 3 Tungsten Carbide (TC)
	Soft	C150M3	27 Steel
MEDIUM*	HARD*	C150L4 & C200M3	24 Steel, 3 TC
	Soft	C150L4 & C200M3	27 Steel
HIGH	Hard	C150M3 & C200M3	24 Steel, 3 TC
	Soft	C150M3 & C200M3	27 Steel

***- Medium/Hard is the recommended initial setting.**

Important Tuning Tip: Idle setting is a *critical* component in tuning your z-Start Pro. Setting your idle speed *at or slightly above* your Engagement RPM will yield engine braking close to stock. Setting your idle speed *below* your Engagement RPM will yield more of a freewheeling effect.

Notes:

- Tungsten Carbide (TC) balls **must** be evenly spaced around the pressure plate.
- The pattern for the **3 TC ball setup** is **1 TC ball followed by 8 steel balls**.
- To distinguish between steel balls and the heavier TC balls use a low powered magnet (magnetic screwdriver works well). With a low powered magnet, the TC balls do not seem magnetic.

Definition of Terms

Engagement RPM Low, Medium, High	Refers to the engagement RPM of the clutch, i.e. the RPM at which the clutch starts to engage and move the bike forward. Low gives an engagement point at or below a normal engine idle speed. High raises the engagement point to above a normal engine idle speed. In general , off-road riders prefer a low-to-medium engagement RPM, while motocross riders prefer a medium-to-high engagement RPM.
Engagement Rate Hard, Soft	Refers to the engagement rate of the clutch. Hard gives full clutch lockup more quickly than Soft and therefore makes the bike feel more snappy. To maximize clutch plate life you should use Hard settings, as Soft settings allow the clutch to slip more.