

Rekluse Motor Sports

The z-Start™ Clutch

KXF450

Installation Guide

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z-Start Revision 3.000
RMS145 – KXF450

191-245

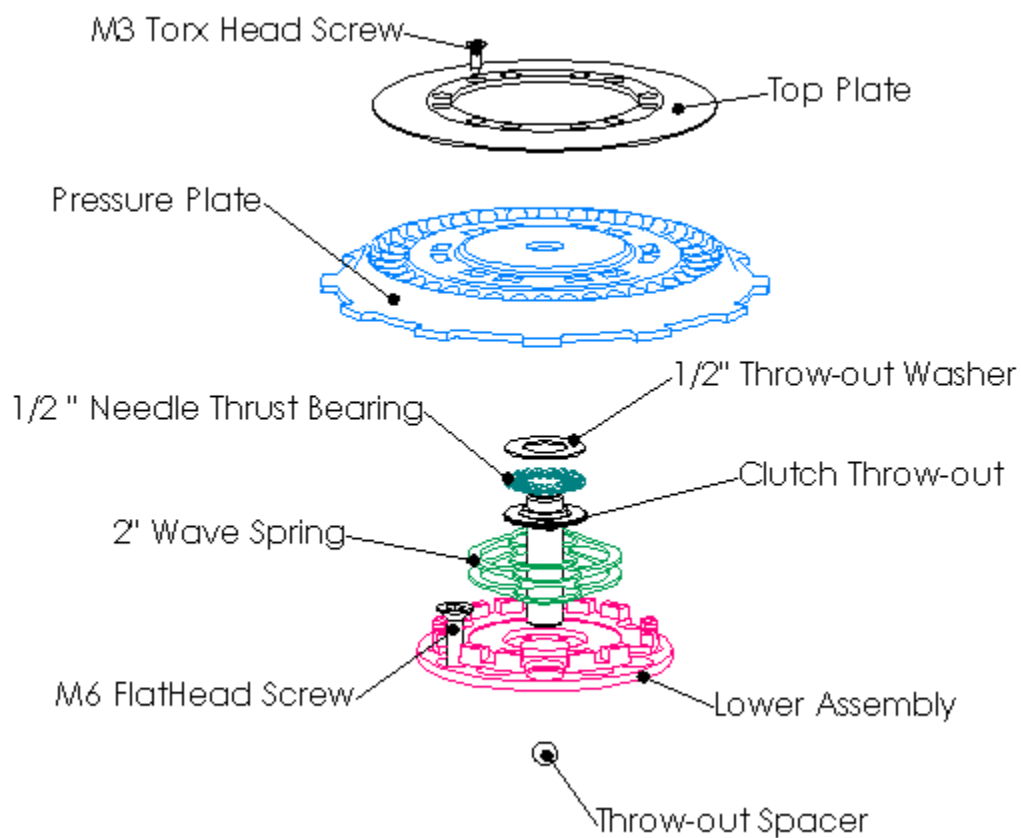
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Required Tools

8mm socket	2 Sets of feeler gauges
10mm socket	Inch Pound Torque Wrench
4mm allen key socket	Torx T10 driver tip (included)
3mm allen	Blue Loctite 243 (oil resistant)
1/4 inch driver (for included Torx T10 driver tip)	

z-Start Overview



Note: The Lower Assembly is packaged underneath the Pressure Plate and held in place with two screws through the Top Plate.

Included Parts for the z-Start Clutch

Note: spare screws, balls and shims may be included with your clutch

Top Plate	5/16" (7.94mm) Throw-out Spacer ball
Pressure Plate	6 x M6 Flat Head Screws
Lower Assembly	2" (51mm) Wave Spring (CS200L1)
5 x .047 (1.2mm) Drive Plates	12 x M3 #10 torx screws
1 x .055 (1.4mm) Drive Plates	30 x 3/8" (9.53mm) balls
Clutch Throw-out	80 x .010" (0.25mm) Mounting Shims (not used)
1/2" (12.7mm) Throw-out Needle Thrust Bearing	
1/2" (12.7mm) Flat Throw-out Thrust Washer	

Basic z-Start Clutch Operation

The z-Start Auto Clutch functions through centrifugal force. As engine RPM increases, the balls contained in the z-Start Pressure Plate travel up the ball ramps and push against the Top Plate. This action forces the Pressure Plate to engage the clutch pack.

Installation Tips

In order for the z-Start Clutch to perform properly, it must be mounted properly.

- Measuring and maintaining the Installed Gap is **critical**. If the Installed Gap is too big the clutch will slip excessively and cause rapid clutch wear. If the Installed Gap is too small, the clutch will drag and cause engine stall.
- Recognize that the Pressure Plate travels along the tabs of the Lower Assembly as it engages and disengages. Anything preventing this travel will prevent full engagement and cause the clutch to slip excessively.
- If you will be installing the Rekluse *Perch Adjuster* as a manual override for your z-Start Clutch, it is critical to have the cable slack adjusted properly. First complete the installation of the z-Start Clutch using this manual and ensure proper installed gap. Then refer to the Rekluse *Perch Adjuster* manual to ensure proper cable slack adjustment.
- **Be very careful not to drop any screws, washers, balls, or springs into the crankcase opening!** It is surprisingly easy to drop a little screw or washer down into your crankcase. It is not always so easy to get it out. Make sure all parts going in and coming out are accounted for before you finish the installation. A strong magnetic probe can often be used to retrieve little parts if you happen to drop something in.

Bike Preparation and Disassembly

1. Disconnect your clutch cable at your clutch lever.
2. Turn the gas petcock to the off position and route the gas cap vent tube into the air. When you lay the bike over on its side the gas in the bowl will drain out of the overflow tube. Be prepared to catch the gas in a suitable container to prevent a fire hazard.
3. Lay the motorcycle over on its left side.
4. Using a 6mm allen key, remove the bolt holding the rear brake lever and rotate to the left away from the clutch cover.
5. Remove the clutch cover bolts with an 8mm socket and carefully remove the clutch cover.
6. Using a 10mm socket, remove the bolts holding the stock pressure plate to the inner clutch hub. Lift off the pressure plate and the clutch lifter. The clutch lifter consists of the **Clutch Throw-out** and a bearing and washer held on top of it.

Stock Pressure plate, 5 bolts and springs, and clutch lifter are not reinstalled.

Clutch Pack Configuration

7. Remove 4 of the stock .062 (1.6mm) steel drive plates from the clutch pack and replace them with 4 of the provided *Rekluse .047 (1.2mm) steel drive plates*.

Note: At this point you will have 4 stock drive plates removed from you clutch pack.

Warning: The top of the clutch pack must be a **friction disk**.

Installing the Lower Assembly

8. Place the z-Start *Lower Assembly* over the 5 Center Clutch Standoffs so the corresponding set of 5 countersunk holes in the z-Start *Lower Assembly* line up with the Standoffs. **See picture below.**
9. **Apply a small amount of blue Loctite 243 to each screw** and carefully thread a M6 Flat Head Screw into each of the Standoffs. Torque screws to 96 inch pounds with a torque wrench. After the screws are torqued-down, check to ensure the top part of the *Lower Assembly* spins freely.



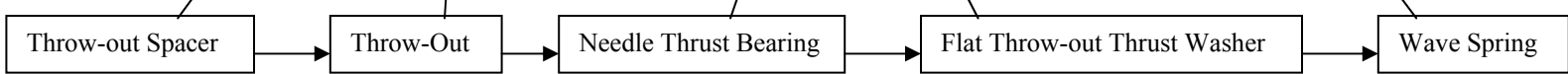
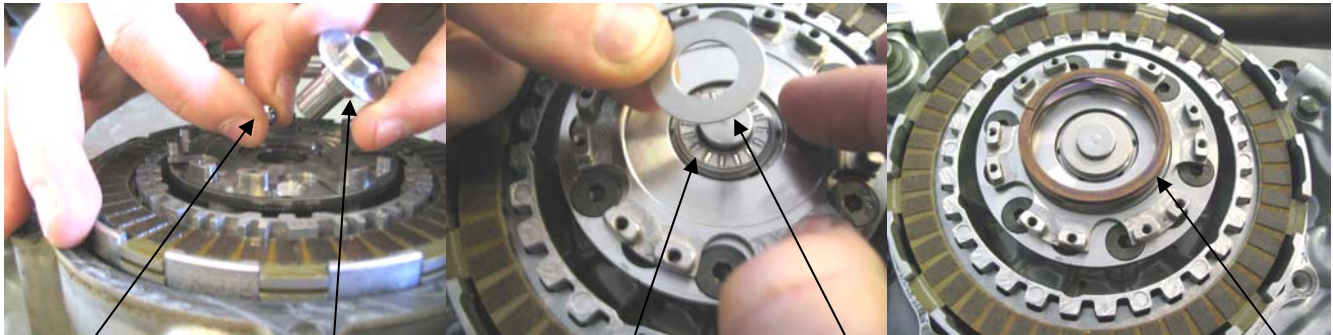
Installing the M6 screw through the counter sunk hole in the Lower Assembly.

Note: The M6 screws will have to be installed one at a time because the top part of the Lower Assembly will have to be rotated to access all of the counter sunk holes

Assembling the Rekluse Throwout, Pressure Plate, and Top Plate

10. Guide the 5/16" **Rekluse throw-out spacer ball** followed by the **Rekluse Clutch throw-out** into the hole in the transmission input shaft. Be sure that the Rekluse spacer ball is in place between the Rekluse Clutch throw-out and the throw-out rod.

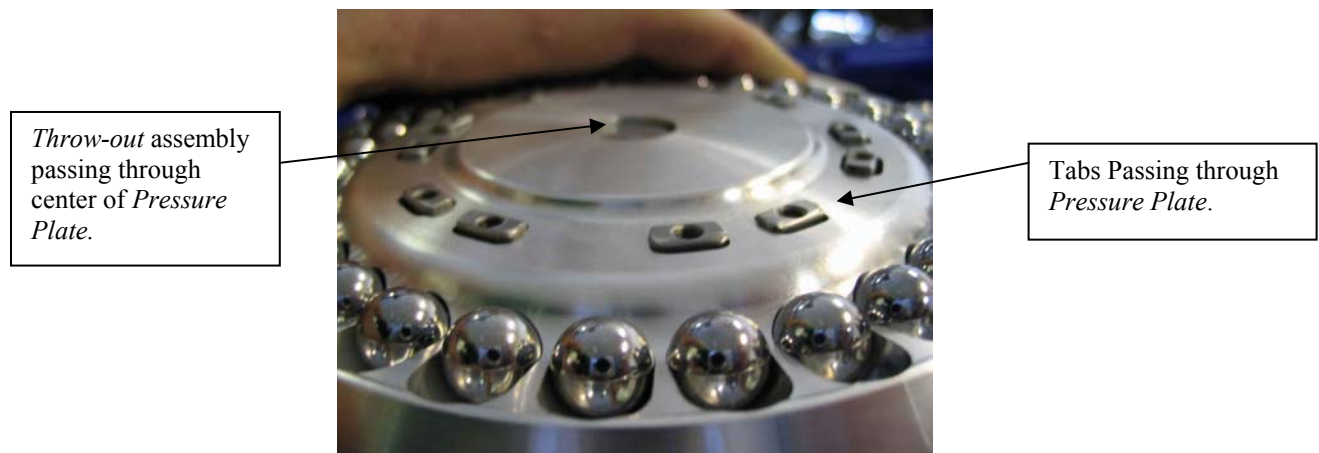
Place the 1/2" **Needle Thrust Bearing** on top of the **Rekluse Throw-out** followed by the 1/2" **Throw-out Thrust Washer**. Place the **Wave Spring** on top of the Lower Assembly. **See following pictures.**



Warning: Perform the next step away from the bike to keep the balls from falling into the transmission.

11. Place a small amount of oil into the ball slots of the **Pressure Plate** and insert the 30 3/8" **Balls**.
12. Place the **Pressure Plate** with the 30 Balls in place over the z-Start **Lower Assembly**. Index the outer tabs of the **Pressure Plate** into the windows of the clutch basket. **The outer tabs of the Pressure Plate must rest in the same clutch basket windows that the outer tabs of the friction disks do.**

Also insure that the tabs of the **Lower Assembly** pass through the associated cut-outs in the **Pressure Plate**. Make sure the top of the **Rekluse Throw-out** assembly passes through the hole in the center of the z-Start **Pressure Plate**. **See following picture.**



13. While holding the *Pressure Plate* down place the *Top Plate* over the *Pressure Plate* and fasten it to the tabs of the Lower Assembly with three of the M3 screws, through the three marked holes in the *Top Plate*. Lightly tighten each screw using a 1/4 inch driver and the included Torx T10 driver tip. **See following picture.**



Holding down *Pressure Plate* until *Top Plate* is securely fastened.

Note: You will have to overcome the z-Start *Wave Spring* and hold the *Pressure Plate* down until the 3 screws are securely fastened in order to tighten the *Top Plate* down properly.

Determine the installed gap of the Z-Start

14. Measure the installed gap of the z-Start. Two sets of feeler gauges are required to measure the Installed Gap. The feeler gauges must be placed between the top most **friction disk** and the top-most **steel drive plate** in the clutch pack 180 degrees apart. **See following pictures.**

Note: Insert the 2 sets of feeler gauges directly across from one another (180 degrees apart) to avoid the clutch pack from rocking resulting in an inaccurate measurement. Find the thickest feeler gauge that still slides back and forth with slight resistance.



The installed gap should be between .030" (0.76mm) and .038" (1.07mm). After Break-in, 0.035" is ideal. If the gap is correct, move on to the next step. If the installed gap measurement is off, then the installed gap needs to be adjusted due to manufacturing variances in the bike's center clutch. If the measurement is *greater than .040"* replace one stock .047 (1.2mm) drive plate with a *Rekluse .055 (1.4mm) drive plate*. If the measurement is *less than .029"* replace one stock .062 (1.6mm) drive plate with a *Rekluse .047 (1.2mm) drive plate*.

Note: 1 x .055" Drive Plate is included to make finer wear adjustments between stock and Rekluse .047" drive plates.

Note: Be sure to review the included Break-in and Maintenance Guide for clutch pack wear adjustments.

Final Installation Steps

Note: Use 243 Loctite (Blue, oil resistant) to secure all M3 Torx screws

15. Using a small amount of Blue Loctite 243, install the rest of the M3 torx head screws and torque to 10 inch/pounds. 10 inch-pounds requires a good crank with the included Torx T10 driver tip, but be careful not to bend the head of the T10 driver tip. Remove the three marked M3 screws, add Loctite, and tighten.

16. Re-install your clutch cover with the 2 included Rekluse *Clutch Cover Gaskets*. Hand-tighten each of the clutch cover bolts, then torque to 6 to 8 foot/pounds in 2 steps.

Warning: Both Rekluse gaskets must be used or considerable clutch damage will result.

17. If you purchased the z-Start Perch Adjuster continue to the instructions included with it. To install the basic external adjuster go to Step 18 below.

WARNING: After a 20 minute break-in period, the clutch plates will seat in and you must re-measure the Installed Gap to guarantee the Installed Gap is within the prescribed range—make drive plate adjustments if necessary. See step 14.

Clutch break-in re-measurement of the Installed Gap is necessary whenever new clutch plates are installed.

WARNING: Refer to the “Safety Warnings” and “Break-in Tuning and Maintenance Guide” before operating the z-Start clutch.

18. Basic External Adjuster Install outlined below.



An extension spring is used to set the resistance on the pressure plate, which sets the engagement RPM of the z-Start Clutch. Two extension springs are provided in your kit:

- The light spring will give a narrow adjustment range for RPM engagement settings and will engage the clutch rapidly.
- The medium spring will allow for a wider range of RPM engagement settings and a medium engagement rate.

Slip one end of the spring into the portion of the bike's clutch actuator arm that holds the clutch cable. Thread the other end of the spring into the *External Adjuster Bolt*. Slide the *External Adjuster Bolt* into the clutch bracket and screw down one of the nuts onto the adjuster bolt.

Adjust your engagement by loosening the nut for a lower RPM Engagement or tighten the nut for a higher RPM Engagement. After making your initial adjustments, use the other nut to lock the *External Adjuster Bolt* into place.

Note: After adjustment is complete and spring anchor is set correctly remove spring and anchor, tighten lock nut against adjustable nut and put spring and anchor back in place, attach spring to clutch arm, see pictures above.