

**Note:** This document is a basic review of the steps to replace an existing EXP disk with an upgraded EXP 4.0 disk. For further assistance, review your original product installation manual or scan the QR code to go to our document library.

## INSTALLATION

1. Soak the friction pads of the EXP disk in oil for at least 5 minutes.
2. Turn the fuel off (if carbureted) and lay your bike on its left side. Catch fuel that drains from the overflow in a suitable container.
3. Remove the clutch cover, pressure plate springs, and pressure plate.
4. Remove the previous EXP disk. If your EXP disk is deep in the clutch, you will have to remove friction disks and drive plates to reach it.



**Note:** *While your clutch is disassembled, inspect your clutch pack and other components for signs of wear or excessive heat. Replace components if necessary.*

5. Inspect and replace basket sleeves if they appear to be notched from friction disks or show excessive wear.

### **⚠ WARNING**

**Failure to inspect the basket sleeves and replace if necessary could result in death, serious injury, and/or property damage.**

**Note:** For products with a diaphragm pressure plate spring, measure the clutch pack to ensure the spring ring is set on the appropriate setting for the clutch pack.

6. Install the new EXP 4.0 disk in the same position in the clutch pack as the one that was removed.

7. Reassemble the clutch as it came apart. Refer to the product's setup sheet or manual for additional help.

**Note:** For products using the internal adjustment method to achieve free play gain, do not install your cover yet.

8. Reset the install gap in the clutch. Gap adjustment is dependent on your original product and clutch type. Refer to your product's manual instructions on how to set the install gap.

9. Install the clutch cover.

## **CHECKING FREE PLAY GAIN**

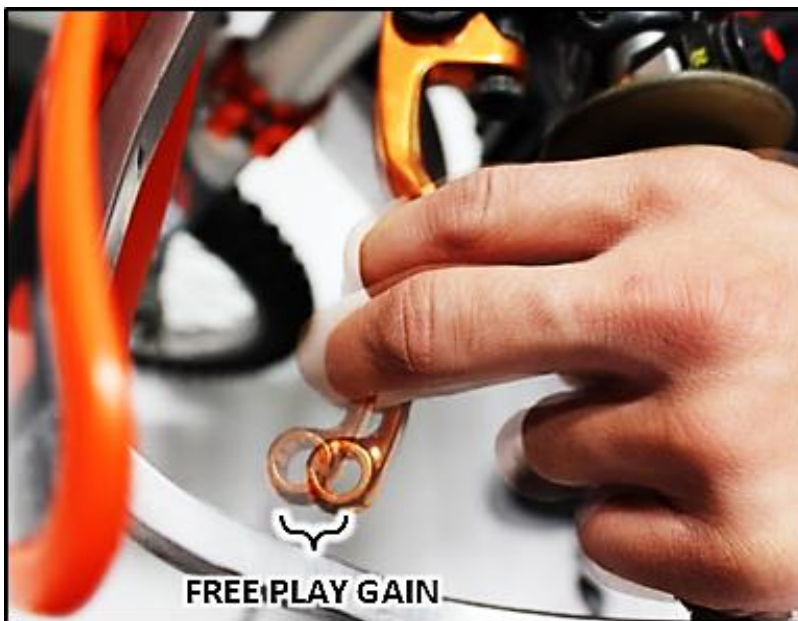
### **⚠ WARNING**

**BEFORE YOU BEGIN, verify that the bike is in NEUTRAL before checking Free Play Gain. Failure to do so may result in the bike lurching forward, and loss of control and/or injury may result.**

**A Rekluse auto-clutch can make your motorcycle appear to be in neutral when in gear, even when the engine is running and the clutch lever is released.**

**Motorcycles equipped with a Rekluse auto-clutch can move suddenly and unexpectedly and cause riders to lose control. To avoid death, serious injury, and/or property damage, always sit on the motorcycle to start it.**

1. Place the bike in NEUTRAL, start the engine, and let it warm up for 2-3 minutes to idle down and warm up the engine oil.
2. While still in NEUTRAL, quickly rev the engine between 5,000-7,000 RPM (1/2 to 3/4 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved is your Free Play Gain.



3. Adjust the install gap to achieve Free Play gain between 1/8"-1/4" (3-6mm)

## **BREAK-IN PROCEDURE**

1. Let the bike warm up for 2-3 minutes. With your hand off the clutch lever, perform 10 rev cycles, allowing the engine to return to idle between each rev.
2. Pull in the clutch lever and click into gear, then slowly release the lever. The bike should remain still and idling. Perform the following roll-on starts:

- a. 1st Gear – without using the clutch lever, roll on the throttle and accelerate to about 5,000 RPM, then come to a stop. Repeat 10 times.
  - b. 2nd Gear – without using the clutch lever, roll on the throttle and accelerate to about 5,000 RPM, then come to a stop. Repeat 10 times.
3. Place the bike in NEUTRAL and recheck Free Play Gain. Adjust the free play gain if necessary.

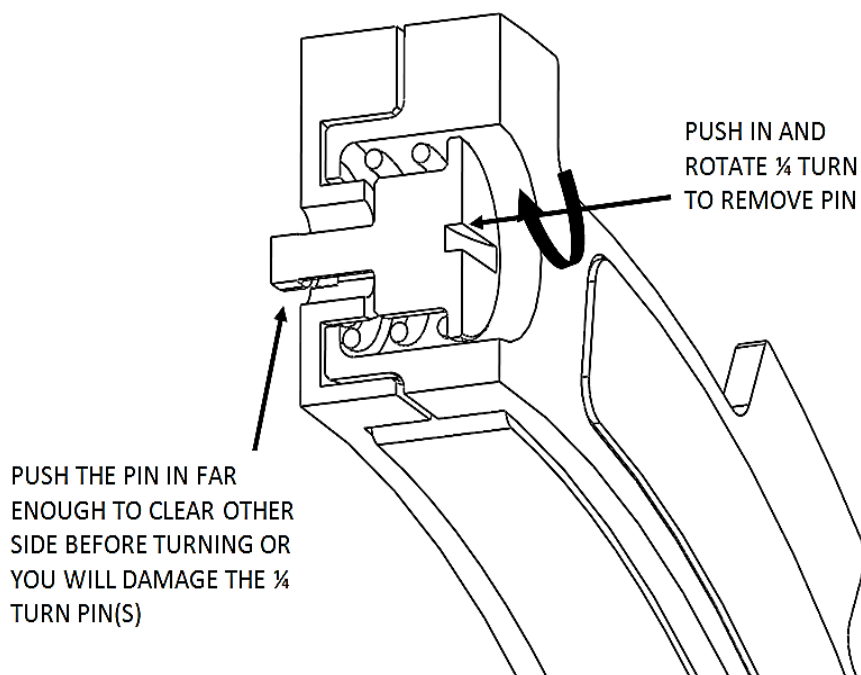
## **EXP TUNING OPTIONS**

Adjusting the engine idle speed to match your engagement setting is important and greatly affects the overall feel of how the EXP disk engages. To prevent freewheeling and maximize engine braking, set the idle so there is a slight amount of drag while the bike is idling in gear and warmed up. The idle should not be so high as to move the bike forward in gear with the throttle closed. However, with a small opening of the throttle the bike should move forward.

You can tune the engagement RPM of the EXP disk by changing the spring configuration. The EXP disk comes set with the recommended “Medium” setting from Rekluse. Use the following steps to change the springs. It is NOT necessary to disassemble the EXP halves to change springs!

## Changing the springs

1. Using a flat-blade screwdriver, push the  $\frac{1}{4}$  turn pin in far enough to clear the opposite side of the EXP to unlock the pin.
2. With the pin still pushed past the base, turn  $90^\circ$  to remove the pin and spring.




3. Remove the remaining 2 pins and springs from the same side of the EXP base.
4. Drop a new spring into the spring slot on the base, then add the  $\frac{1}{4}$  turn pin.
5. Push the turn pin in far enough to clear the base, then turn  $90^\circ$  and release the pin. The pin should sit almost flush with the EXP base.
6. Flip the EXP friction disk over, and repeat on the other side depending on engagement preference.
7. If you need to disassemble the EXP disk, you can watch the video on our website under Tech Tips.

**NOTICE**

*To maintain even pressure, when using two different color spring sets, install one set of 3 on one side of the EXP and the remaining set of 3 on the other side.*

**Configuration Chart**

**LOW SETTING**



**HIGH SETTING**

EXP Springs Settings	
6 Silver	
3 Silver &	3 Red
6 Red	
3 Red &	3 Blue
6 Blue	
3 Blue &	3 Gold
6 Gold	
3 Gold &	3 Green
6 Green	
3 Green &	3 White

**NEED ADDITIONAL HELP?****Website**

[www.rekluse.com/support](http://www.rekluse.com/support)

**Phone**

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Monday thru Friday: 8 am – 5 pm Mountain Time

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