



INSTALLATION & USER'S GUIDE

TorqDrive[®] Clutch Pack

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TABLE OF CONTENTS

OVERVIEW	2
INSTALLATION TIPS	2
TOOLS NEEDED.....	4
INCLUDED PARTS	4
DISASSEMBLE THE CLUTCH	5
INSTALLING THE CLUCK PACK	7
Notes for Clutch Pack Installation	7
Install Clutch Pack.....	9
BREAK-IN.....	12
TROUBLESHOOTING.....	12
Clutch Drag	12
Clutch Slip	12
MAINTENANCE.....	13
Disk inspection examples	14
NEED ADDITIONAL HELP?.....	15

OVERVIEW

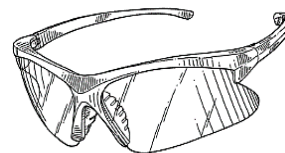
This guide shows you how to replace your OE (Original Equipment) or “stock” clutch pack with your new Rekluse TorqDrive[®] clutch pack. This clutch pack is designed specifically for your bike. The following parts are replaced:

- OE drive plates
- OE friction disks

INSTALLATION TIPS

- Read the separate included Safety Information document before operating the vehicle with the product installed.
- Read this entire document before performing any steps.

- If you install this product for a customer or another person, instruct them to read the **Safety Information Document** and the **Installation and User Guide** before operating the bike with the product.



- Protect eyes and skin – wear safety glasses and work gloves.



- Block the rear tire up to help tilt the bike. This eliminates the need to drain the oil. Catch any fuel that may drain from the bike.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Rekluse offers Factory Formulated Oil™ developed specifically for Rekluse products. Rekluse Factory Formulated Oil is a perfect complement to any OEM or aftermarket wet clutch. Visit www.rekluse.com to learn more.

TOOLS NEEDED

			
10 mm socket	8 mm socket	Torque Wrench	Metric Wrench
			
Pick	Fluid Catch Container		

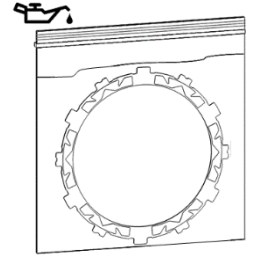
INCLUDED PARTS

The parts included in the kit depend on the bike model. See the **Setup Sheet at the back of this manual** for a list of included parts and illustration.

You can also visit our website at www.rekluse.com/support for a full parts fiche illustration and part numbers.

DISASSEMBLE THE CLUTCH

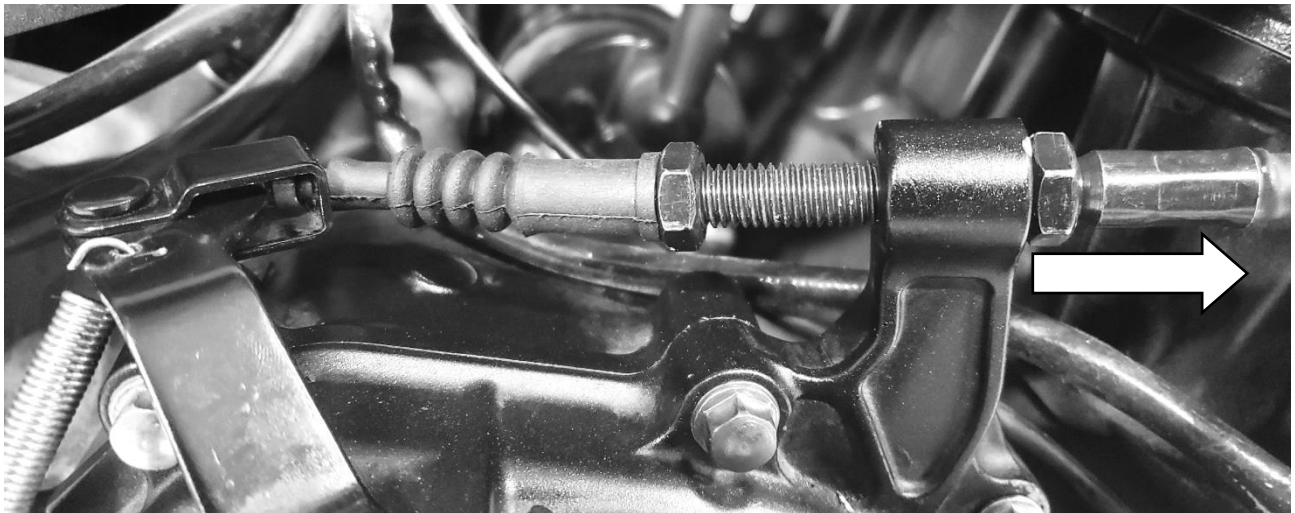
1. Soak the Rekluse friction disks in new oil for at least 5 minutes. Make sure the friction disks are coated on both sides.



2. Remove any fairings or guards that prevent access to the clutch cover.

3. Make note of the position of the actuator arm prior to removing the clutch cover.

4. Collapse the inline clutch adjuster to put slack in the cable at the perch.

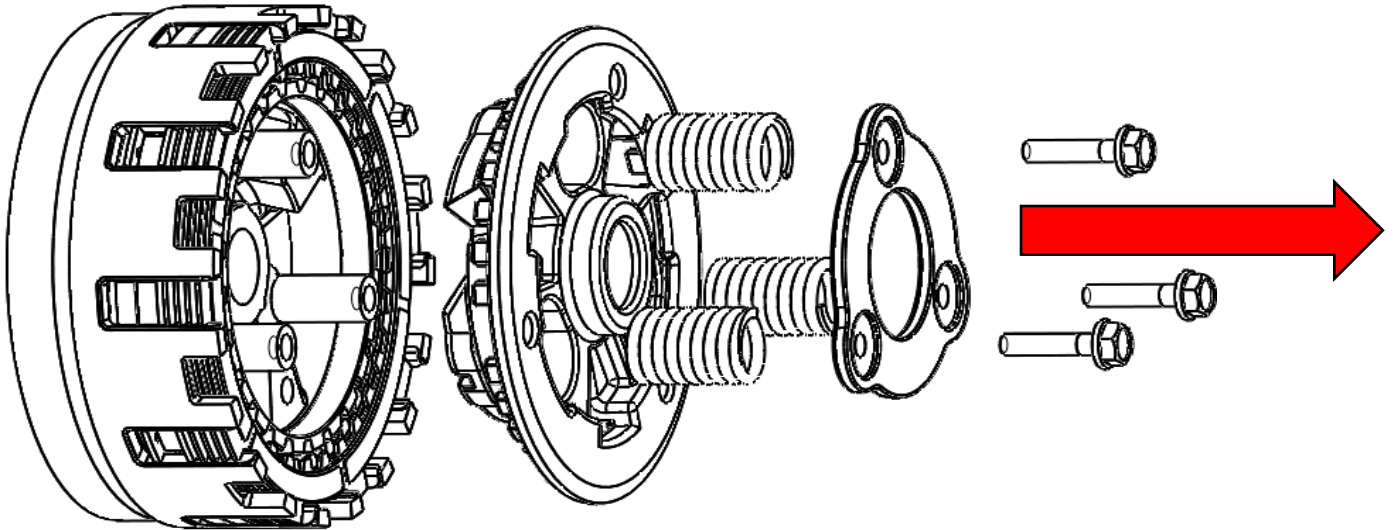


5. Disconnect the clutch cable at the perch.

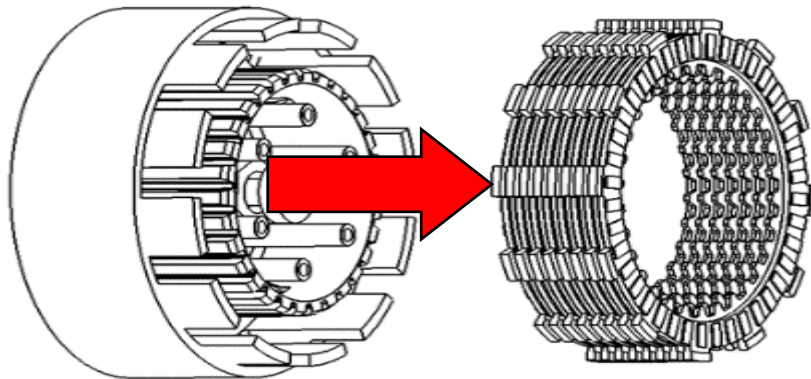
6. Remove the OE clutch cover. Set it aside.

Note: *Replace the cover gasket if there is damage from removing the cover.*

7. Remove the OE pressure plate bolts, spring ring, springs, and pressure plate. **Set them aside; Refer to the setup sheet at the back of the manual for which items are reused.**



8. Remove the clutch pack including the OE judder spring and seat.



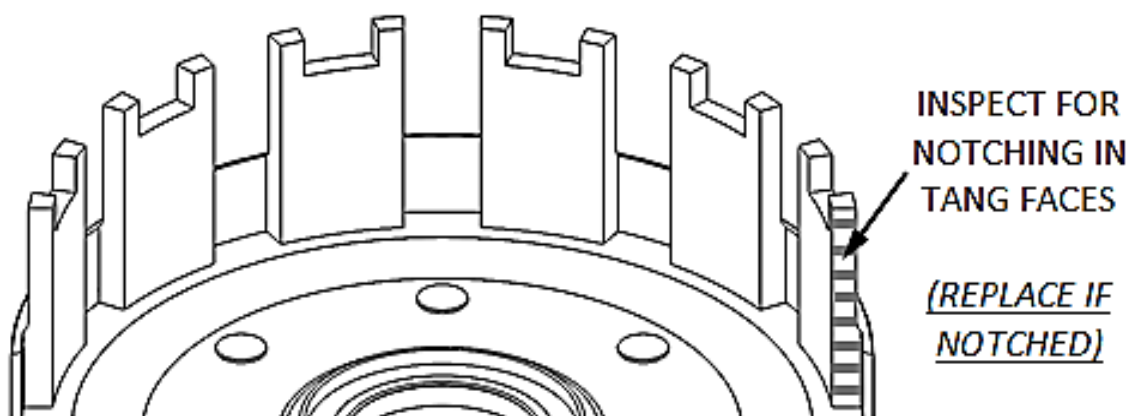
INSTALLING THE CLUCK PACK

Notes for Clutch Pack Installation

- *Some OE baskets have “half slots” at the top of the basket tangs. Rekluse products require the entire clutch pack to be installed into the MAIN (deeper) basket slots. Do not use the “half slots” (see below).*



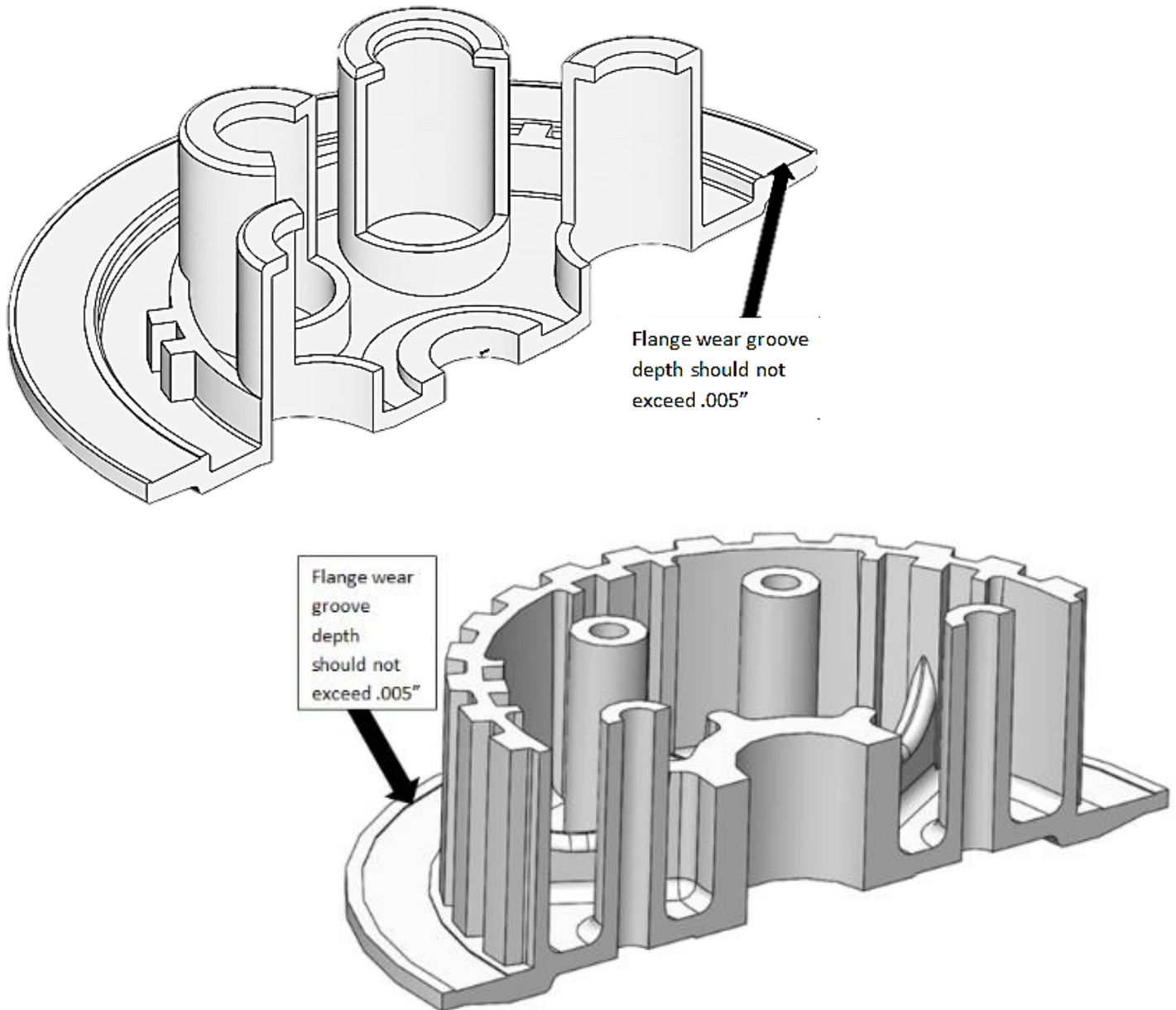
- *Inspect the clutch basket for damper and/or spring play.*
- *Inspect the clutch basket for notching. Do not install sleeves or use this product with a notched basket. Notched basket tang faces can cause the sleeves to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace the basket if necessary.*



⚠ WARNING

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

- *Inspect your OE center hub and pressure plate flanges for excess wear. If wear is visible use a drop gauge to verify that the wear across the flange does not exceed .005" (.12mm).*

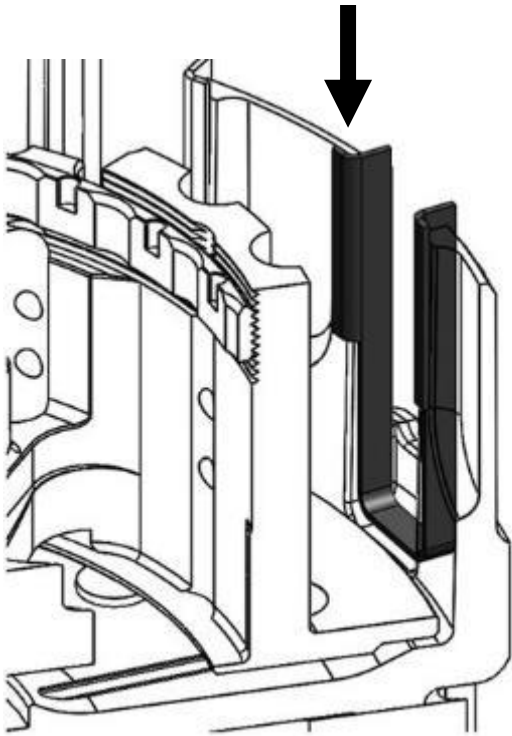


- *Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.*

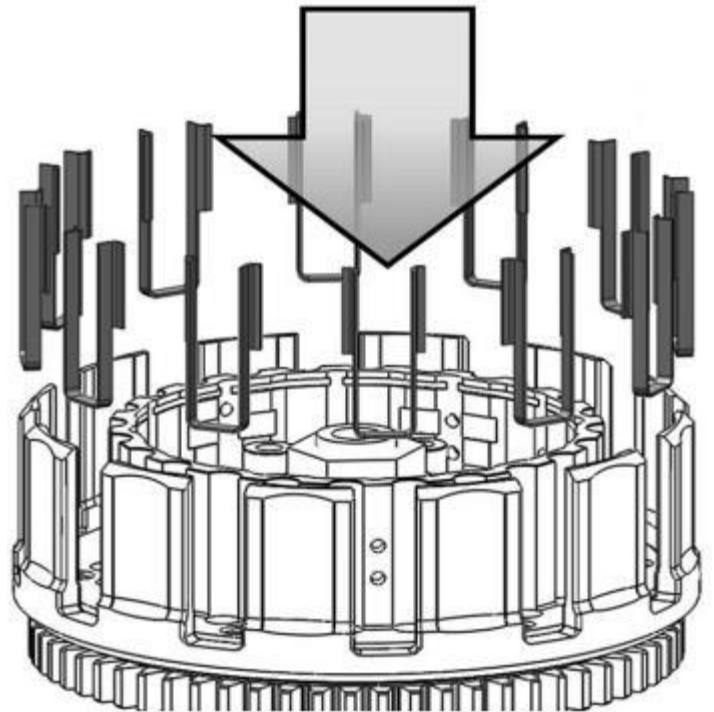
Install Clutch Pack

1. Install all the Rekluse basket sleeves into the basket slots. Make sure the bottom of the sleeve is facing down, and the sleeve tabs sit against the inside of the basket.

Sleeve tabs sit inside the basket



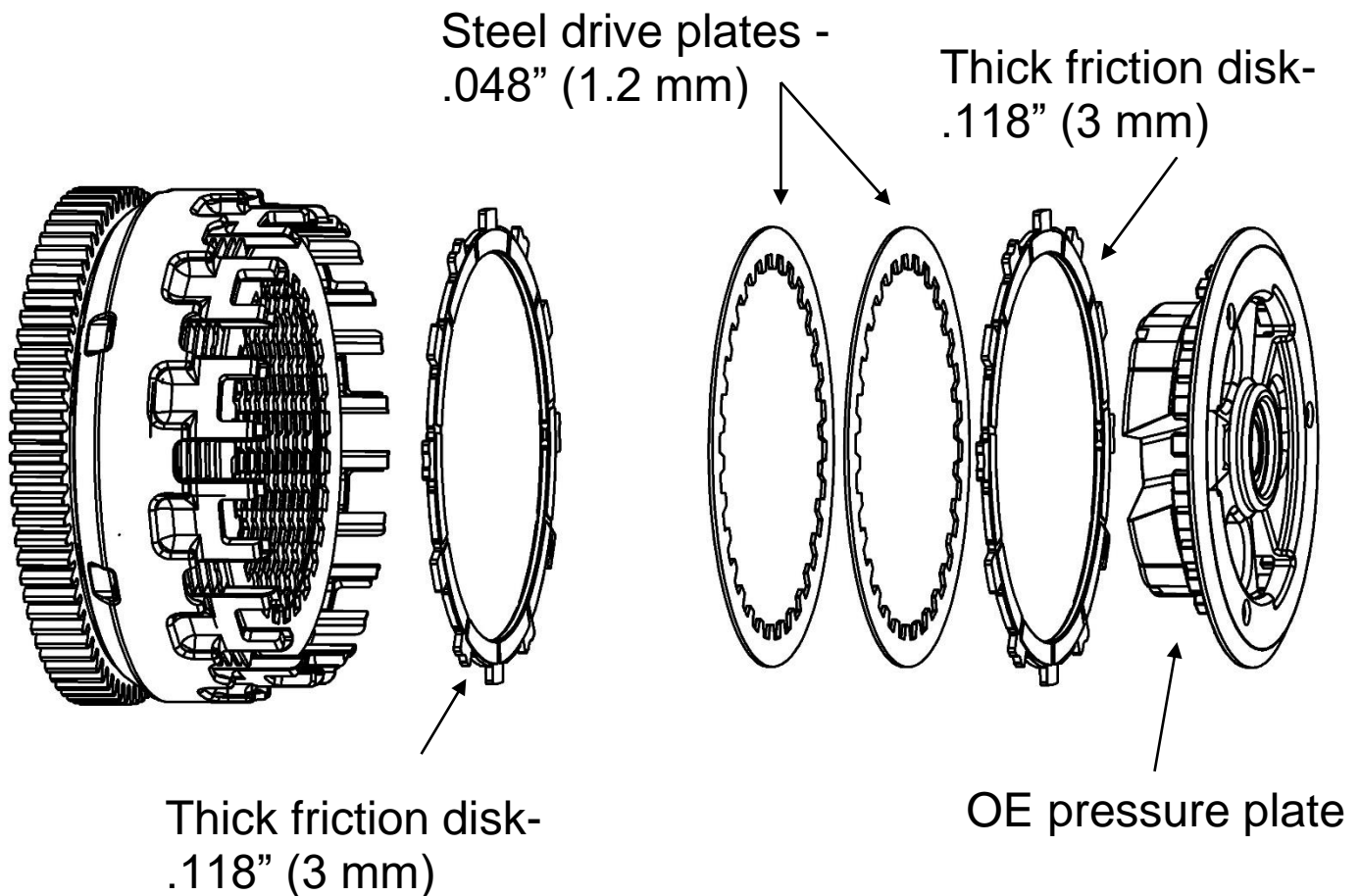
Install all the basket sleeves



Note: When seated in the basket, the sleeve tops may sit slightly above or below the top of the basket.

2. Install the Rekluse clutch pack. **See the included Setup Sheet for the proper clutch pack configuration.**
3. Turn the pressure plate over onto a work bench. Place one thick friction disk on to the pressure plate.

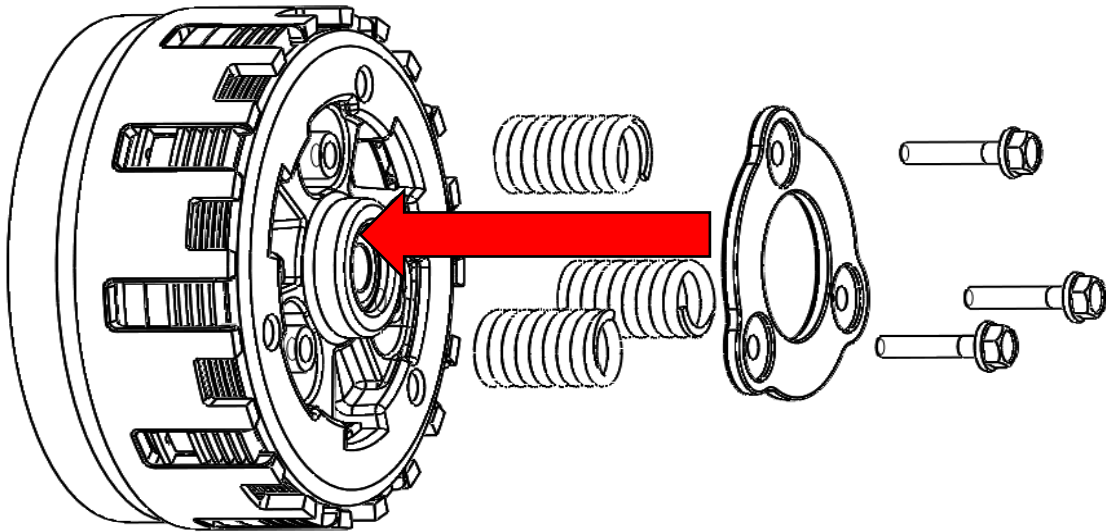
- Place both of the 0.048" (1.2mm) drive plates with the wider internal diameter (Stacked together) on to the pressure plate.
- Place the last thick friction disk onto the pressure plate.



- Reinstall the pressure plate onto the clutch pack. Verify the drive plate has not come unindexed to the pressure plate after installation by moving the friction tabs. A properly indexed clutch pack should not have a gap.

Note: Oil on the drive plates and positioning your fingers in the half slots of the basket when installing can help keep the drive plates indexed to the pressure plate.

6. Install the Rekluse pressure plate springs, OE spring ring, and OE bolts.



7. Tighten the pressure plate bolts to the OE torque specifications. Tighten each bolt in small increments to prevent bending of the spring ring.
8. Reinstall the OE clutch cover gasket.

Note: Some models have a clutch actuator return spring that falls off easily if the actuator arm is pulled out. Verify this is in place and functioning before installing the clutch cover.

9. Reinstall the clutch cover, then reinstall the cover bolts. Tighten the cover bolts in a star pattern to the OE torque specifications. Tighten each bolt in small increments, following a star pattern.
10. Reinstall the clutch cable at the actuator arm and the perch.
11. Reset the inline cable adjuster to remove most of the cable slack.
12. Reinstall the fairings and guards that were removed
13. Adjust the stock lever free play to OE specification or **10-20 mm (.40 -.80 in)**.



BREAK-IN

- Break-in will occur over the first 1-2 hours of use, depending on the rider. During break-in more clutch drag may occur than normal.
- Rekluse recommends performing an oil change after 1-2 hours of riding to drain any excess clutch debris that occurred from break-in.

Note: It is normal for some clutch debris to be produced during break in. Following break-in, remove and inspect the OE oil filter. Clean or replace it if necessary. Remove and inspect any additional oil screens for clutch debris and clean or replace if necessary.

TROUBLESHOOTING

Clutch Drag:

- Cold Drag Only – If drag occurs only while the bike is cold, oil is the most likely cause. Be sure to warm up the bike before riding/racing. Use of new or lighter weight oil can help to minimize cold drag.
- Hot and Cold Drag –Check for any warped steel drive plates or frictions in the clutch pack, or other signs of wear caused by extreme heat.

Clutch Slip:

- If clutch slip occurs, inspect the clutch for signs of wear or heat.
- Check clutch lever free play.

MAINTENANCE

Rekluse clutches are built using high quality materials but do wear based on the rider's use, type of terrain, and natural wear and tear. Clutch longevity and performance is greatly increased with clean oil and other bike factors that reduce engine heat.

- Check clutch lever free play.
- Inspect all your clutch parts at regular maintenance intervals for signs wear or excessive heat and replace components as necessary. Clutch wear is dependent on the riders use.
- Inspect and replace basket sleeves if they appear to be notched from friction disks.
- Keep up with regular oil changes as per the bike manufacturer's recommendations. Clutch performance and longevity depend on clean oil.
- For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements.
- Repeat the break-in procedure anytime you replace the friction disks. Always soak friction disks in new oil for at least 5 minutes before installing.

Disk inspection examples

When inspecting the clutch pack, the following pictures can be used as a reference. **These are best viewed in color by viewing this install document at www.rekluse.com/support.**

Drive Plates – If the clutch pack is getting high amounts of heat, purple, blue, or black color can be seen on the drive plate teeth. See pictures below. Not all drive plates look the same and may look different than pictured.



Normal Heat

High Heat
(Blue)

Excessive Heat
(Black)

Friction Disks – Due to the dark color of the friction material, the friction disks will appear almost black as soon as they are put in oil. During inspection, look for glazing of the friction material. Glazing will appear shiny and feel like glass, even after oil is cleaned from the friction disk. Not all friction disks look the same and may look different than pictured.



Normal
Friction



Glazed
Friction

NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Phone

(208) 426-0659

Monday thru Friday: 8 am – 5 pm Mountain Time

Email

customerservice@rekluse.com



