



INSTALLATION & USER'S GUIDE

For Indian
FTR 1200, FTR Rally, & FTR 1200 S

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OVERVIEW

This kit replaces the OE (Original Equipment) or “stock” clutch pack with a Rekluse-designed high quality clutch pack designed specifically for your bike model. The following is a summary of what is replaced:

- All OE steel drive plates will be replaced with Rekluse drive plates
- All OE friction disks will be replaced with Rekluse TorqDrive® friction disks
- The OE pressure plate springs will be replaced.

INSTALLATION TIPS

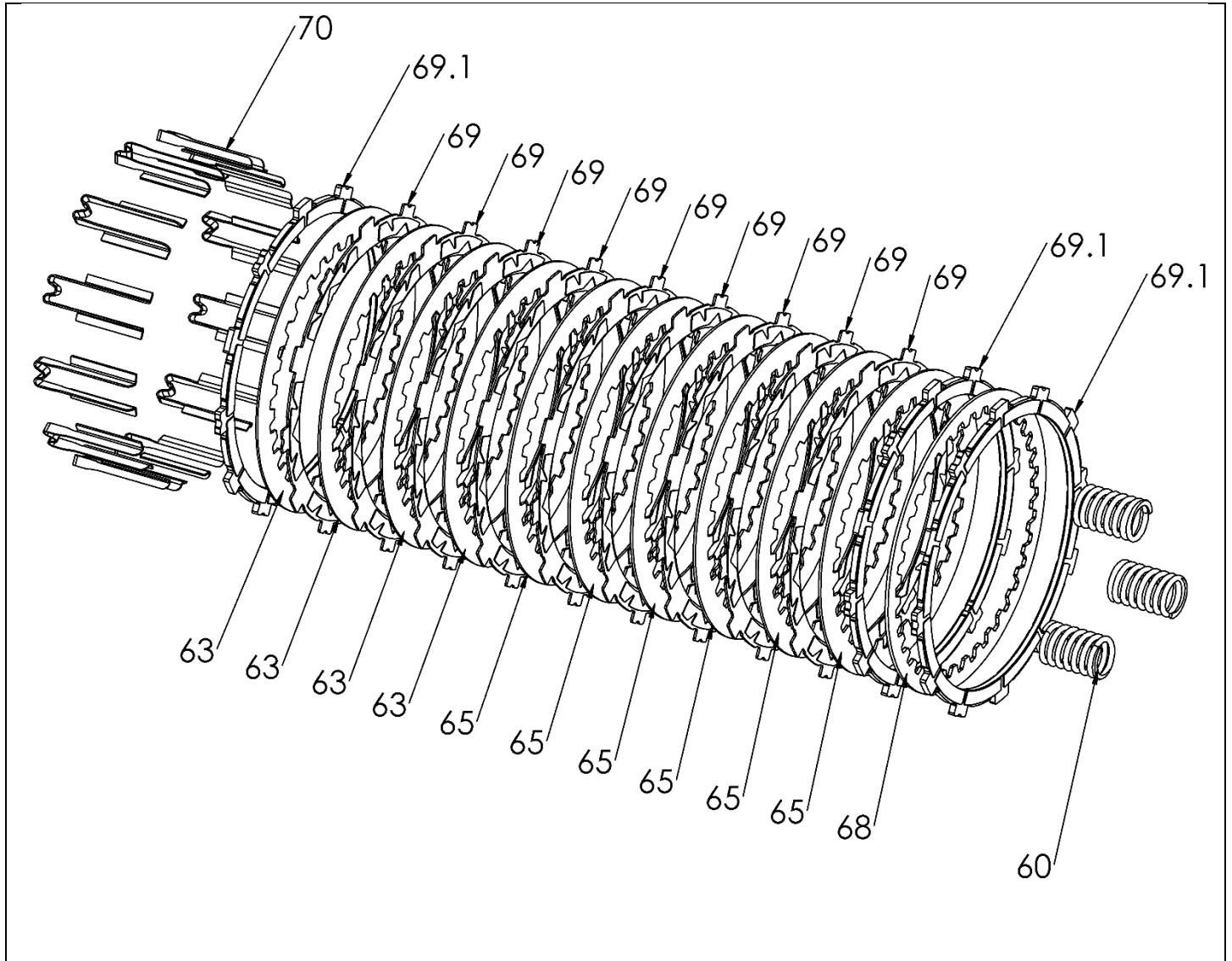
- Read the safety information sheet included with your kit.
- If you install this product for a customer or another person, instruct them to read the **Safety Information** document and the **Installation and User Guide** before operating the bike with the product.
- Protect eyes and skin – wear safety glasses and thin disposable work gloves. Work in a well ventilated area.
- Read this entire document before performing any steps.
- Use clean, quality oil that meets JASO-MA or JASO-MA2 engine oil standards for best performance.
- 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.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.



TOOLS NEEDED

- 4mm allen wrench
- 5mm allen wrench
- 6mm allen wrench
- 8mm socket
- 10mm socket
- 12mm socket
- 12mm wrench
- Torque wrench in-lb
- Torque wrench ft-lb
- Picks
- Fluid catch container

INCLUDED PARTS



Item	Description	Qty.
60	Pressure Plate Springs	3
63	Drive Plate – 0.040in	4
65	Drive Plate – 0.048in	6
68	Drive Plate – 0.065in Top	1
69	TorqDrive Friction Disk - Thin	9
69.1	Friction Disk – 0.150in Thick	3
70	Basket Sleeve	12

Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

DISASSEMBLE THE CLUTCH

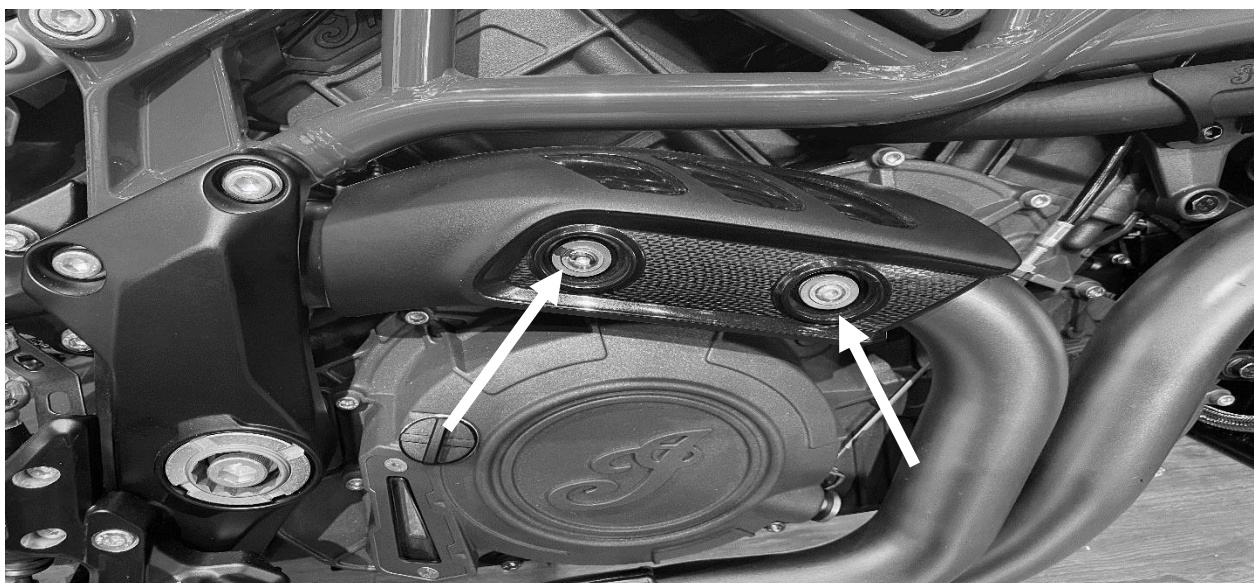
1. Stand the bike up on a suitable bike stand or lift.



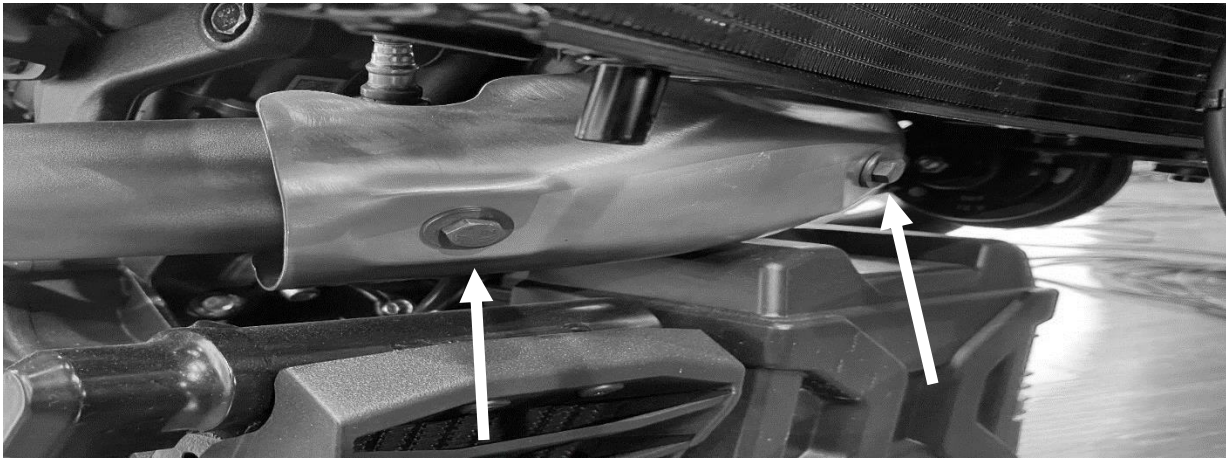
2. Drain the engine oil into a suitable container by removing the two oil drain plugs.



3. Remove the center exhaust heat shield.

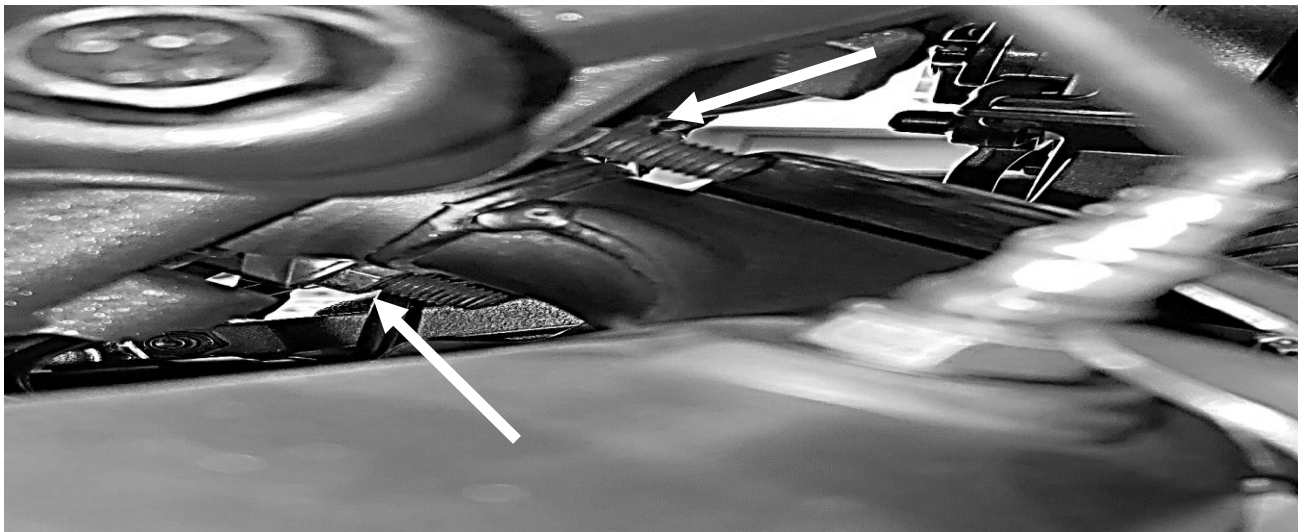


4. Remove the front exhaust heat shield.

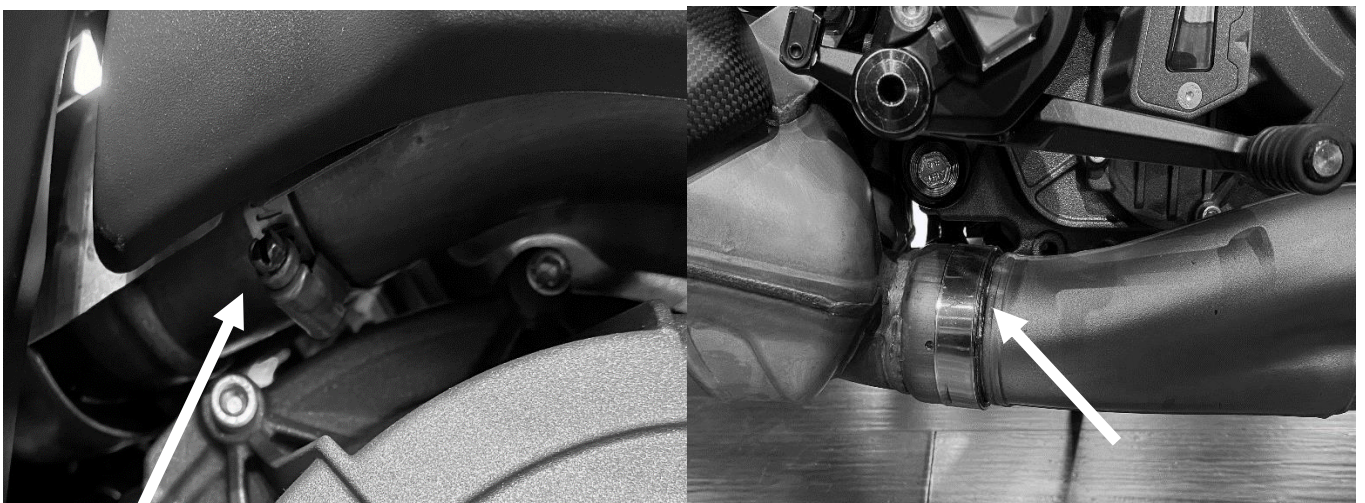


5. Unplug the oxygen sensor connector from the front header pipe.

6. Remove the head pipe fasteners securing the head pipe to the cylinder head.



7. Loosen the two exhaust clamps securing the front and rear header pipes.



NOTE: Check the orientation of the exhaust clamp for installation.

8. Remove the front head pipe assembly.

9. Remove the jam nut from the clutch cable housing and pull the housing out from the engine case.



10. Remove the clutch cable from the actuator arm.

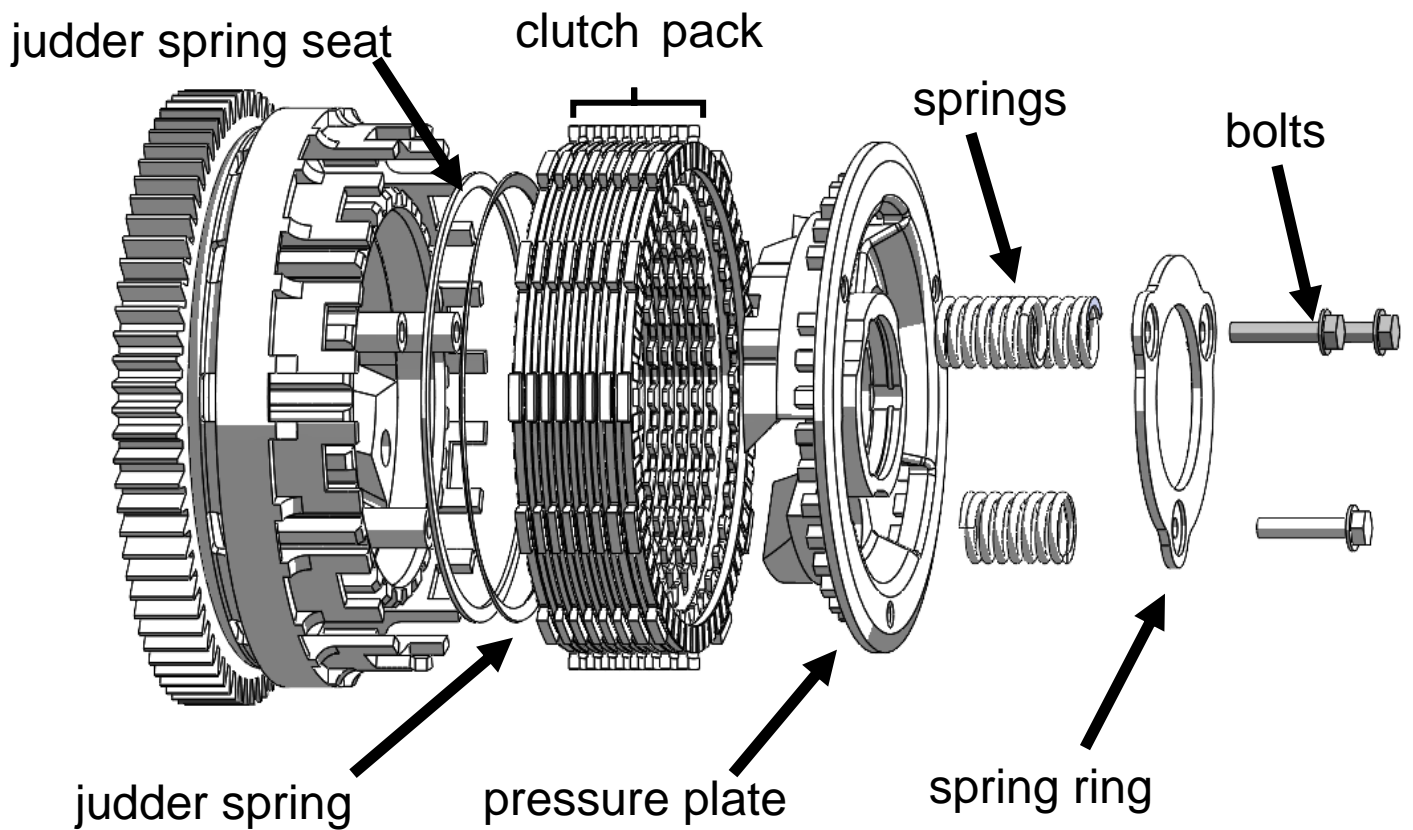


11. Remove the primary cover bolts.

12. Remove the primary cover.

13. Remove the following clutch components: pressure plate bolts, spring ring, springs, pressure plate, clutch pack.

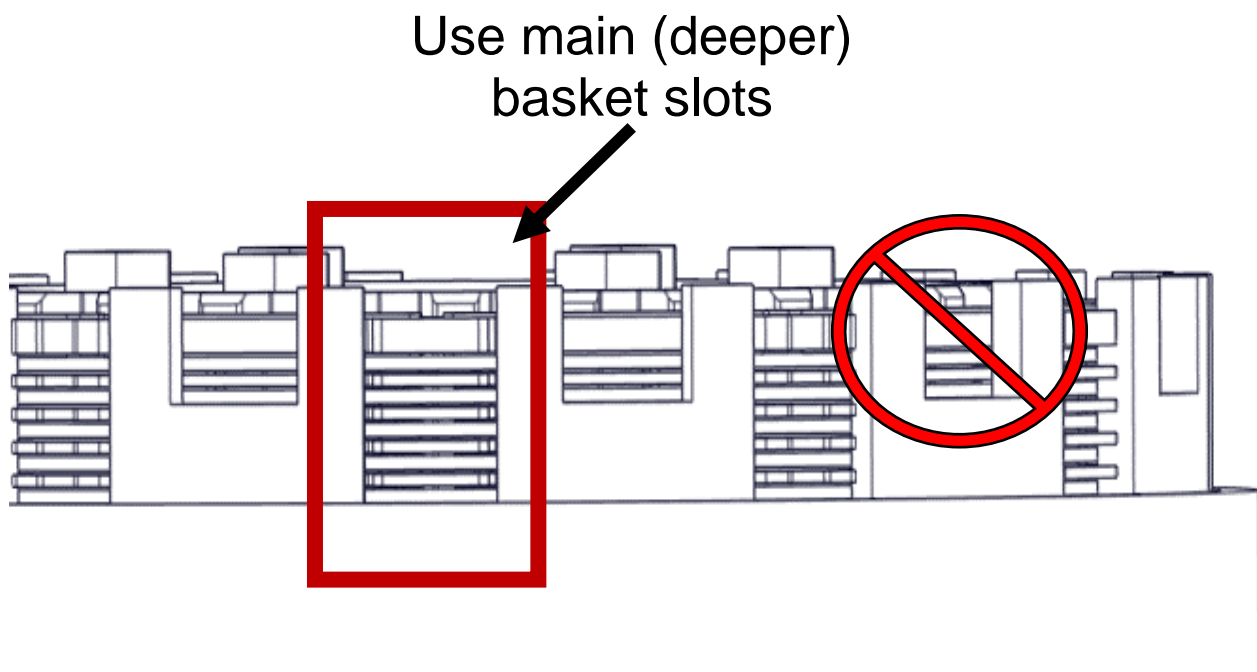
NOTE: The judder spring and judder spring seat will be reused.



CLUTCH PACK INSTALLATION

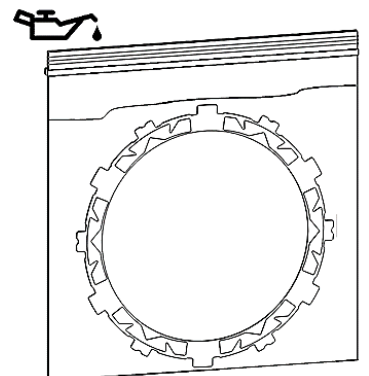
Notes for installation

- *Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.*
- *See the **Setup Sheet** located at the back of the manual for the proper clutch pack configuration.*
- *The OE basket has “half slots” at the top of the basket tangs. This Rekluse product requires the entire clutch pack be installed into the MAIN (deeper) basket slots. Installing the clutch pack into the “half slots” will cause performance issues. See the following picture for reference.*



Clutch pack

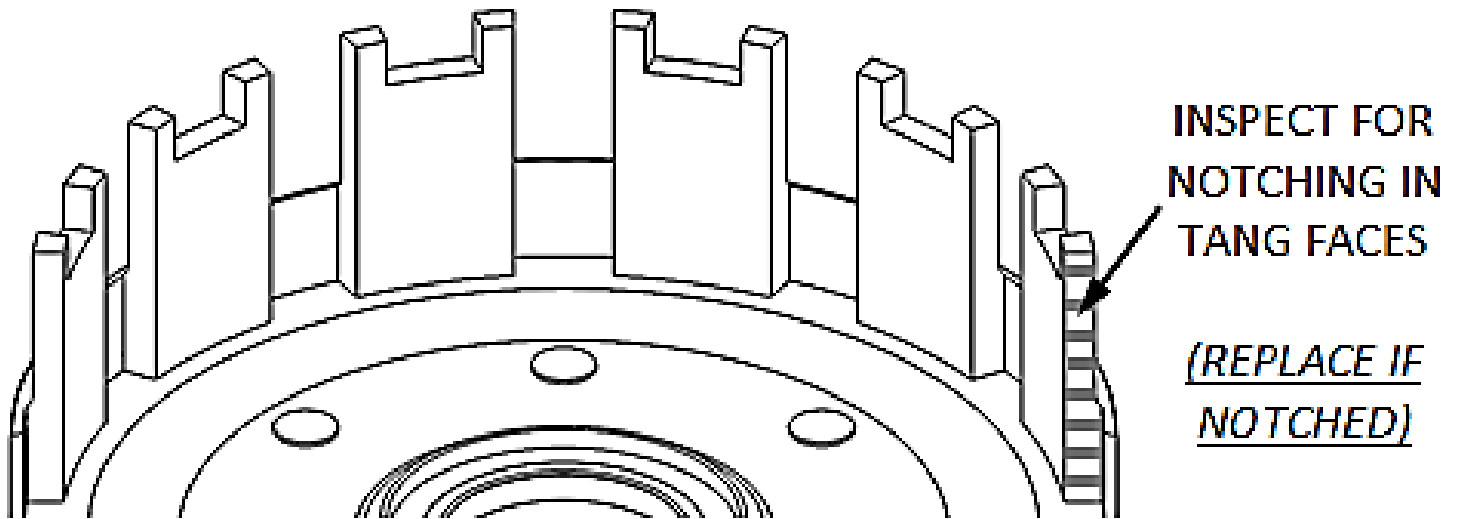
1. Soak all friction disks in engine oil for 5 minutes. Make sure the friction disks are coated on both sides.



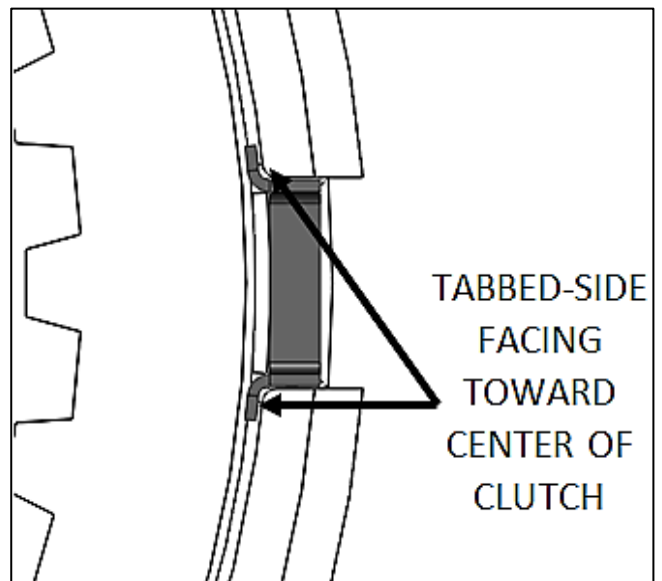
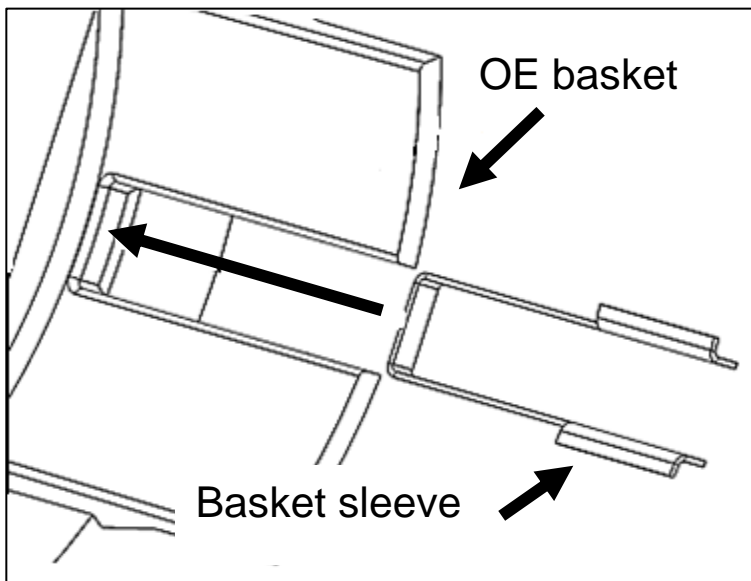
2. Inspect the clutch basket for notching. Do not install sleeves or use product with a notched basket. Notched basket tang faces can cause the sleeves to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace basket if necessary.

⚠ WARNING

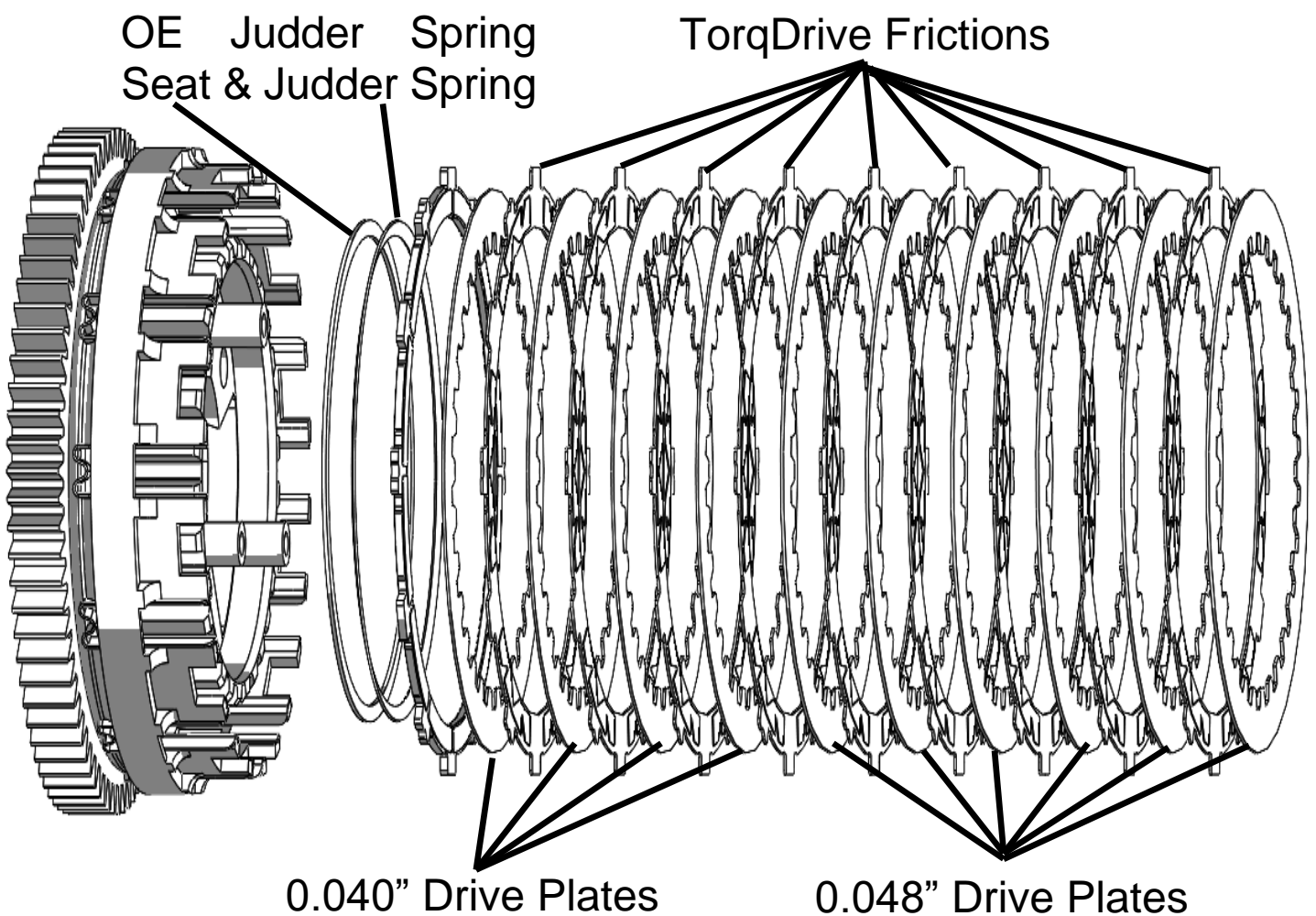
Failure to inspect the basket and replace if necessary could result in death, serious injury, and/or property damage.



3. Install **ALL** the Rekluse basket sleeves into the basket slots. Make sure the sleeve tabs sit against the inside of the basket, then push the sleeves down until they contact the bottom of the tang slot. See pictures for reference.

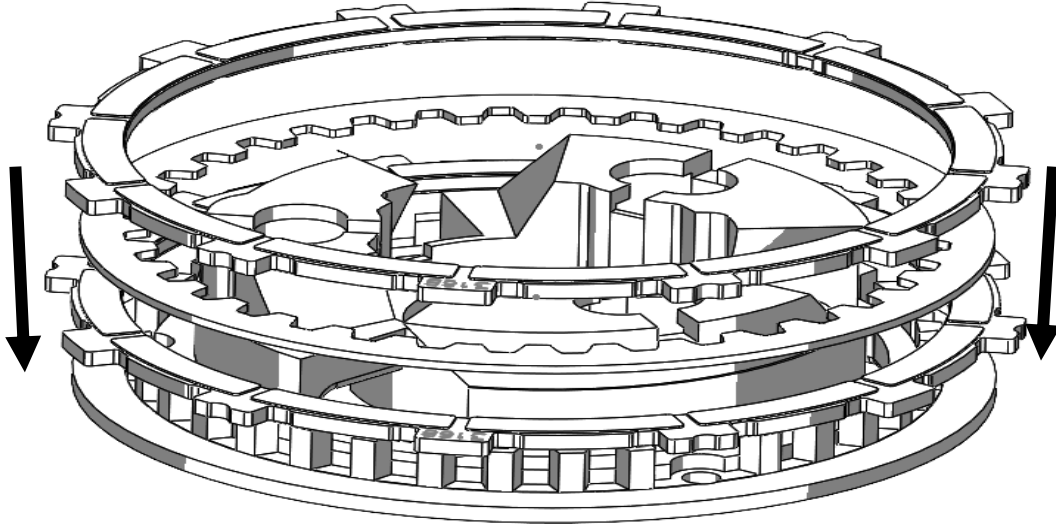


4. If removed, reinstall the judder spring seat then the judder spring cup side up.
5. Install a 0.15" thick friction disk followed by a 0.40" drive plate.
6. Install a TorqDrive thin friction disk followed with 1 of the 0.040" steel drive plates.
7. Alternate 2 of the TorqDrive thin friction disks with the last 2 - 0.040" drive plates.
8. Now alternate 6 of the TorqDrive thin friction disks with 6 of the 0.048" drive plates.

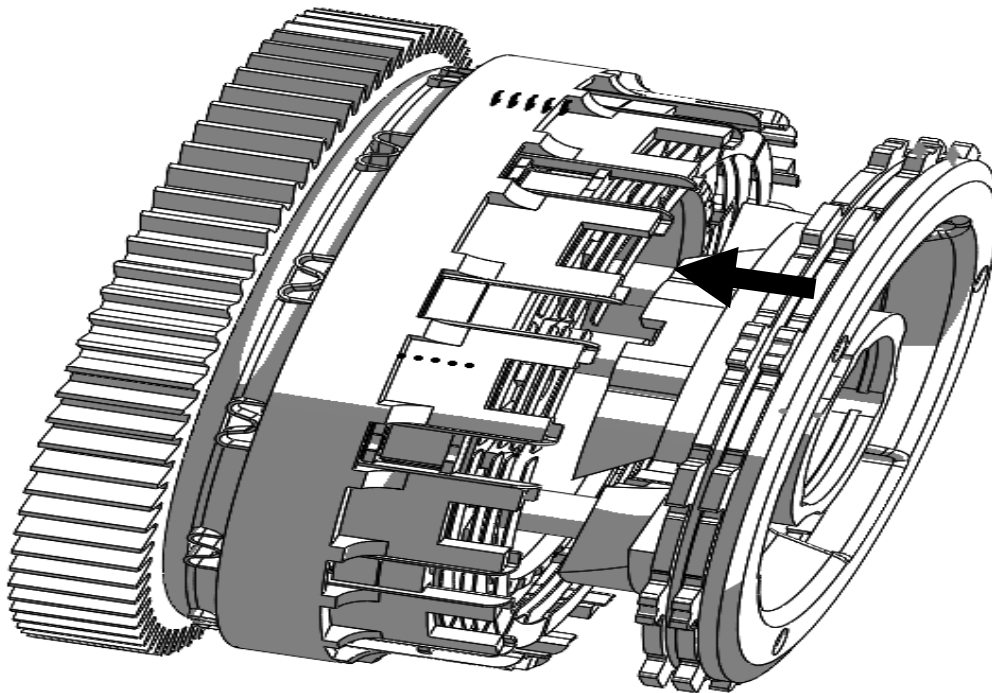


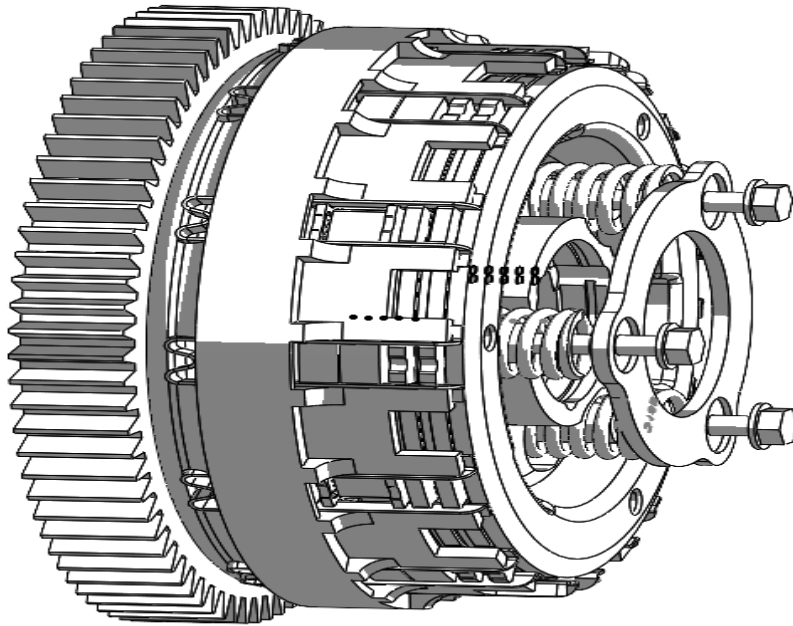
PRESSURE PLATE INSTALLATION

1. Turn the pressure plate over onto a work bench. Place one .150" thick friction disk on to the pressure plate.
2. Next place the .065" drive plate on to the pressure plate and place the last .150" thick friction disk.



3. To install the pressure plate, hold onto the friction tabs and pressure plate, align the pressure plate with the center hub and the friction tabs with the basket tangs.





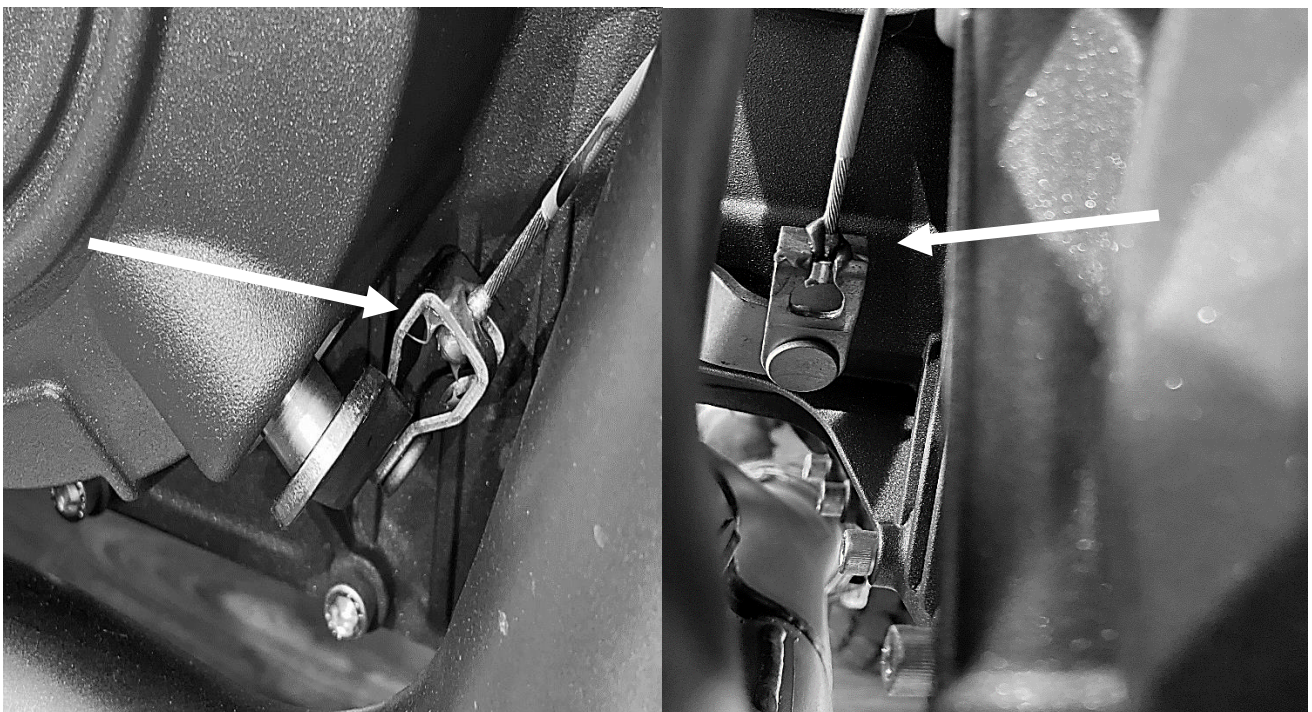
4. Install the Rekluse pressure plate springs, followed by the OE spring ring and bolts.
5. Evenly tighten the bolts, then torque the bolts to **80 in-lb (9 N-m)**.

PRIMARY COVER INSTALLATION

1. Clean the gasket surface of the crankcase and primary cover.

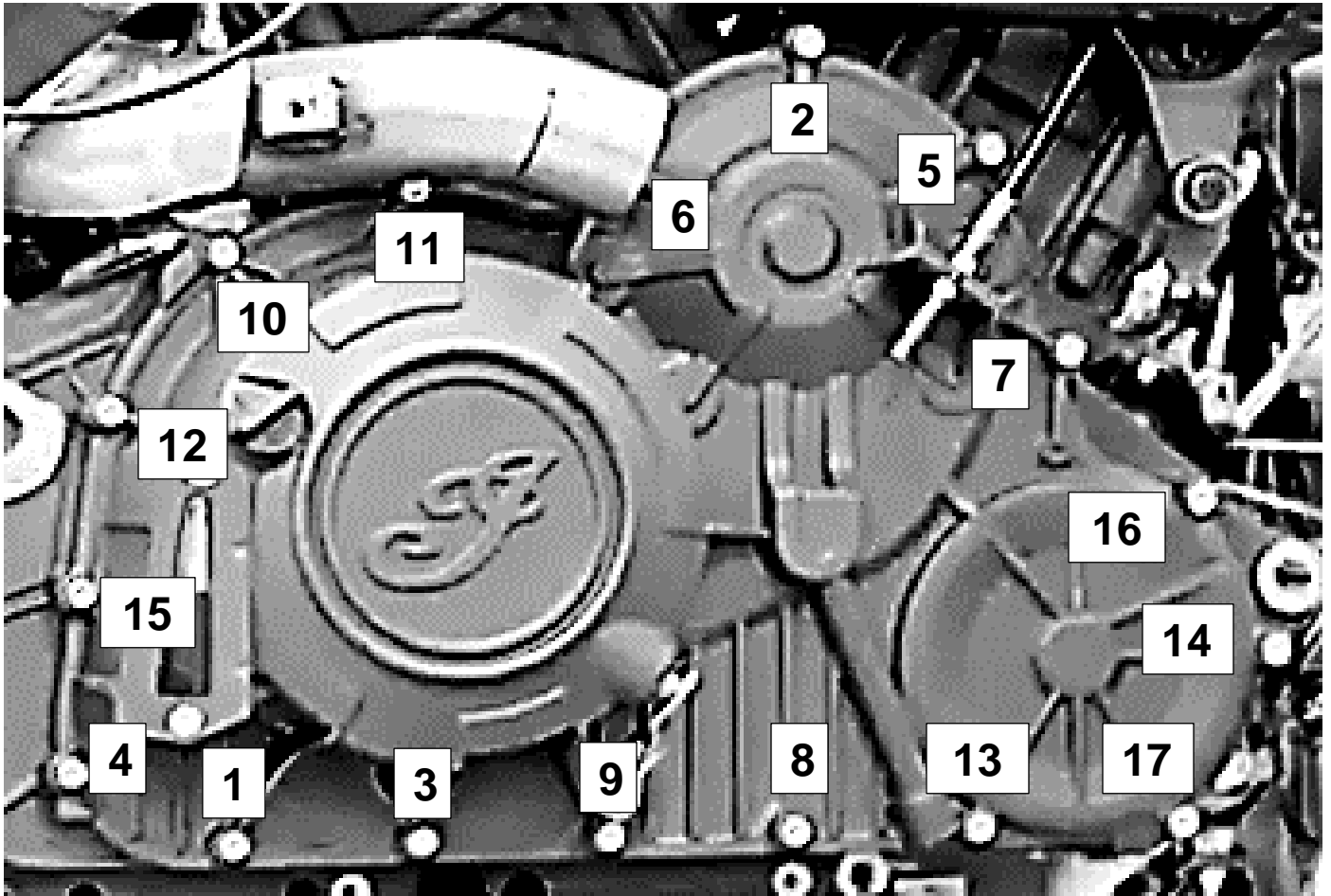
NOTE: If the primary gasket was damaged during disassembly it will be necessary to replace the gasket. (Indian part # 5416661 GASKET, PRIMARY COVER AP)

2. When reinstalling the primary cover, make sure that the clutch rack is angled so the clutch shaft will align and slowly place the cover onto the engine case.
3. Check the position of the clutch actuator arm, it should be in the same position as the OE actuator arm position.



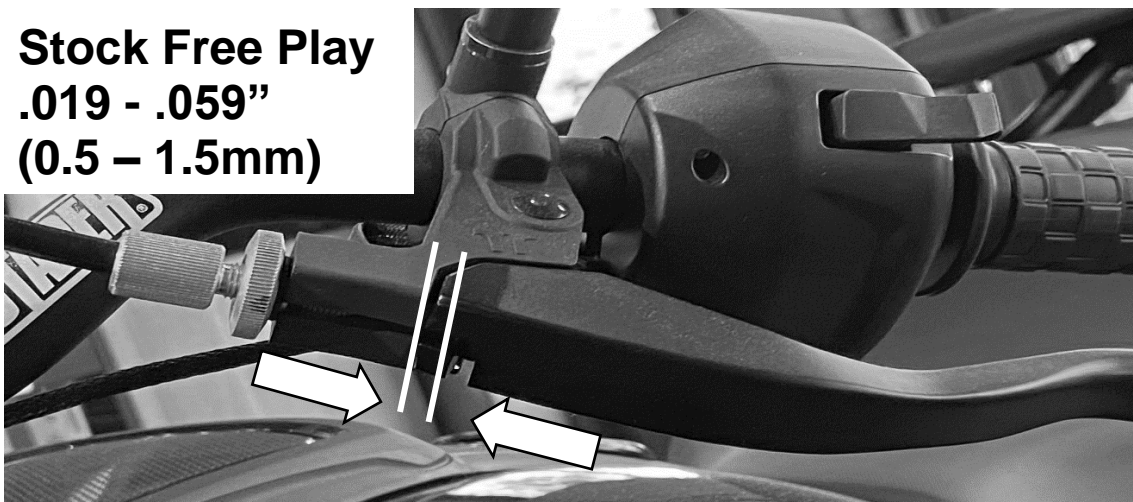
4. If the actuator arm is in the correct position continue to step 5, if it is not, remove the cover and make necessary adjustments to the actuator arm position and reinstall.

5. Tighten the bolts using the pattern indicated in the picture below in small increments before torquing the cover bolts to **106 in-lb (12 Nm)**.



2. Reattach the clutch cable to the actuator arm.
3. Reinstall the clutch cable to the engine case.
4. Check the clutch lever for free play. The clutch lever should move smoothly when it is pulled toward the handlebar and return quickly when it is released.

Stock Free Play
.019 - .059"
(0.5 – 1.5mm)



Note: Stock free play is the amount of lever movement from the perch to clutch lever engagement. Clutch lever freeplay should measure .019 - .059" (0.5 – 1.5mm).

5. Adjust free play using the threaded cable tension adjuster by the clutch cover and/or by adjusting the tension with the perch adjuster.



6. Tighten the jam nuts on the threaded cable tension adjuster and the perch adjuster after setting free play.
 7. Reinstall both oil drain plugs, torque to **15 ft-lbs (20 Nm)** and fill with oil to factory specifications (*oil and filter change approximately 4 US quarts*).
- NOTE:** Make sure to reinstall the sealing washers to the drain plug bolts before reinstalling the bolts
8. Install the head pipe assembly.
 9. Install the head pipe fasteners and torque to **16 ft-lbs (22-Nm)**.
 10. Position the two exhaust clamps and torque to **144 in-lbs (16 Nm)**.
 11. Plug in the oxygen sensor connector from the front header pipe.
 12. Install the front exhaust heat shield and torque the fasteners to **88 in-lbs (10 Nm)**.
 13. Install the center exhaust heat shield and torque the fasteners to **88 in-lbs (10 Nm)**.

BREAK-IN

- The clutch will break in within 100-200 miles of normal riding. Until break-in is complete, you may experience more clutch drag than normal.
- It is recommended to do an oil change after the first 1,000 miles to drain any excess clutch debris that occurred from break-in.

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.

MAINTENANCE

To keep your clutch performing at its best, perform regular maintenance on your bike and clutch. Clutch longevity and performance is greatly increased with oil quality and other bike factors that reduce engine heat.

- Inspect all of 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 oil quality.
- 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.
- 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.

NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Frequently asked questions

www.rekluse.com/faq

Support Videos

www.rekluse.com/support/videos

Phone

(208) 426-0659

Technical Support

Contact Technical Support for questions related to product installation, tuning, and performance.

Hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: tech@rekluse.com

Customer Service

Contact Customer Service for additional product information, orders, and returns.

Hours:

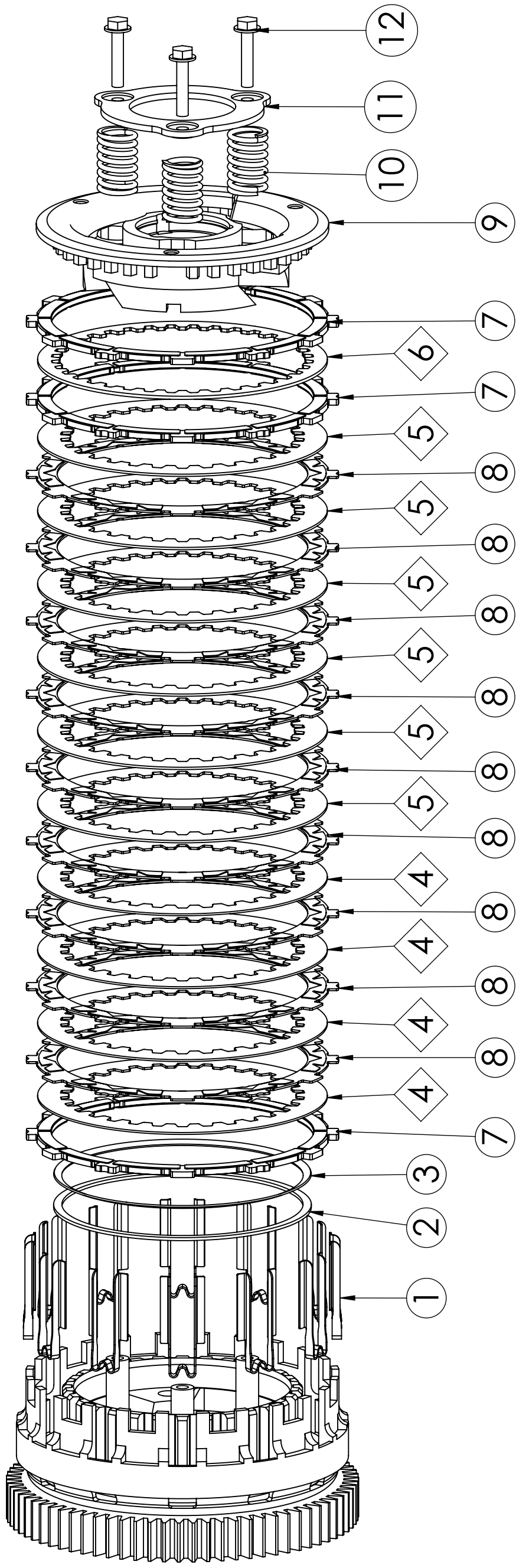
Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: customerservice@rekluse.com



SETUP SHEET 198-2816200



ITEM NO.	DESCRIPTION	QTY.
1	BASKET SLEEVES	12
2	OE JUDDER SPRING SEAT	1
3	OE JUDDER SPRING	1
4	DRIVE PLATE - .040" [1.0MM]	4
5	DRIVE PLATE - .048" [1.2MM]	6
6	DRIVE PLATE - .065" [3.8MM]	1
7	FRICITION DISK - THICK .150" [3.8MM]	3
8	TORQDRIVE FRICTION DISK - .070" [1.78MM]	9
9	OE PRESSURE PLATE	1
10	PRESSURE PLATE SPRINGS	3
11	OE SPRING RING	1
12	OE PRESSURE PLATE BOLTS	3

