

REKLUSE MOTOR SPORTS

The Rekluse Basket Kit for Kawasaki, Suzuki, & Cobra 65cc Bikes

INSTALLATION GUIDE

Doc ID: 195-4140
 Doc Rev: 092118

OVERVIEW

- This kit replaces the OE (aka stock) cast aluminum basket with a high-quality billet basket designed for optimal operation specific to your bike model.
- You will remove the ring gear and rubber dampers from the stock basket and transfer them to the Rekluse basket using the supplied backing plate and screws.
- The Rekluse basket is compatible with the CoreEXP auto-clutch, CoreManual manual clutch, and the OE clutch. It is slightly taller than the OE basket in order work with Rekluse clutches.

TOOLS NEEDED

- Metric socket set & end-wrench set
- Metric Allen keys/socket set
- Torque wrench (in-lb & ft-lb, or N-m)
- Electric drill or drill press
- Motorcycle transmission oil & grease
- Hammer and center-punch set

INSTALLATION TIPS

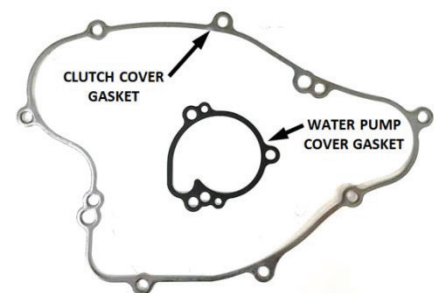
- Be sure to use proper eye protection, and wear rubber gloves when handling oils and other fluids.
- Laying the bike on its left side makes clutch work easier and eliminates the need to drain the oil.
- An air or electric impact wrench works well to remove the center hub bolt, or you can place the bike in top gear and hold the rear brake while loosening the center hub bolt with a socket.
- Use clean, quality JASO-MA or JASO-MA2 certified transmission oil for best performance.

REPLACEMENT GASKETS:

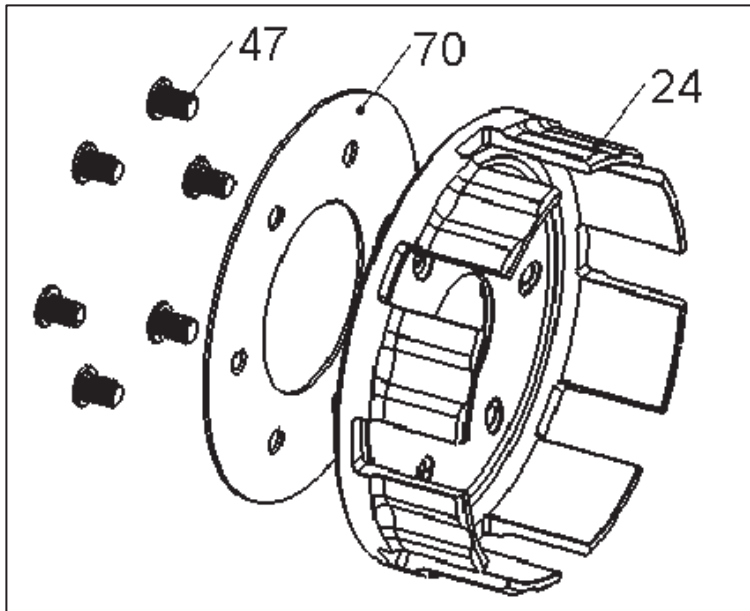
It is recommended to replace the gaskets for the clutch cover and water pump cover whenever they are removed from the bike. The shaft seals can be reused if they are in good condition.

The OE part numbers for the gaskets and seals are:

- Clutch Cover Gasket: Kawasaki part # 11061-0121
Cobra part # ZCC60016
- Kick-Start Shaft Seals: Kawasaki part # 92049-002
Cobra part # ECDC0078
- Water Pump Cover Gasket: Kawasaki part # 11061-0159
- Water Pump Shaft Seals: Kawasaki part #s 92049-1359,
92049-1366



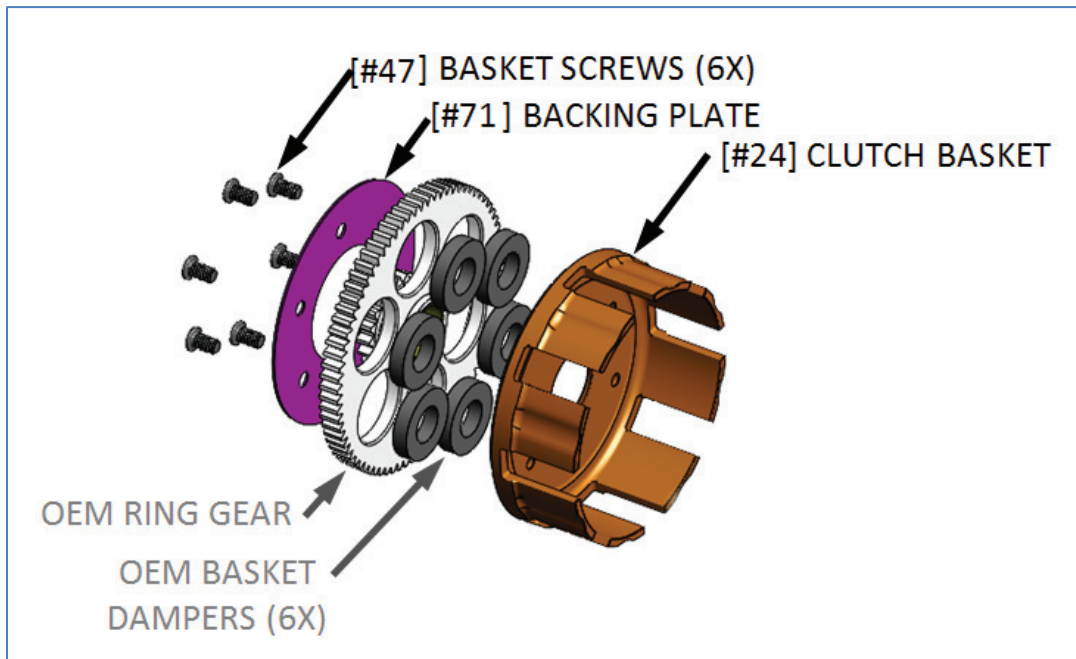
INCLUDED PARTS



Item #	Item Type	Qty
24	Clutch Basket	1
47	Fastener – M6 Low-Head Screw	6
70	Basket Backing Plate	1

This picture is representative only. See the parts list included with the product or visit Rekluse.com/support for a full parts fiche illustration and part numbers.

ASSEMBLY OVERVIEW



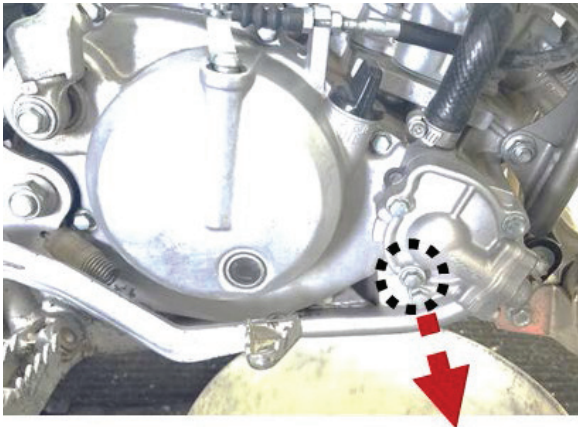
PREP & DISASSEMBLY

1. For Kawasaki & Suzuki models only:

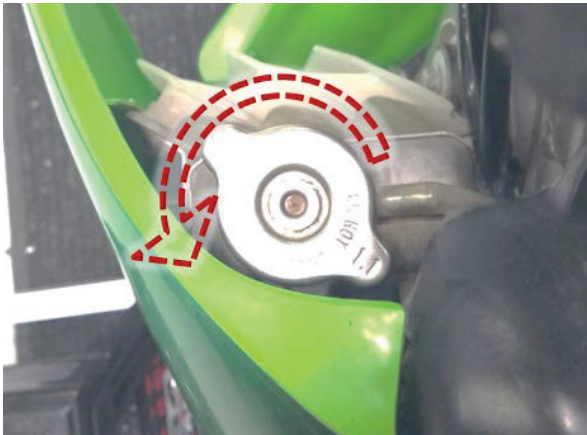
(If you have a Cobra, skip to Step 2).

1a. With the bike standing vertically on a center stand, place a suitable container for catching the engine coolant under the water pump.

1b. Use an 8mm socket to remove the coolant drain bolt from the water pump cover, and then drain the engine coolant into the container.

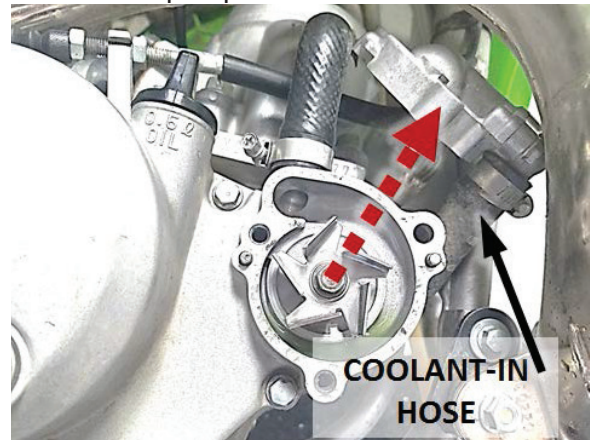


1c. Making sure that the engine/coolant is not hot, twist open the radiator cap to help evacuate all the coolant from the system into the container.

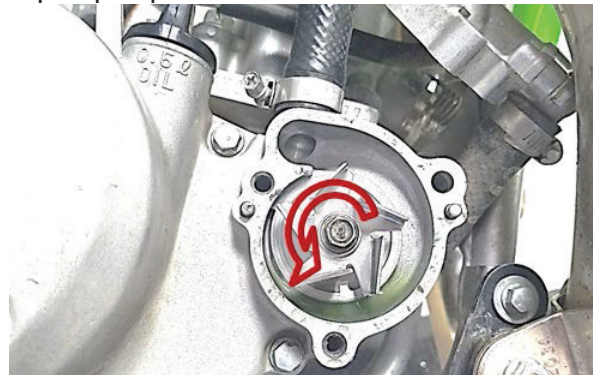


1d. Remove the 3x bolts from the water pump cover, and move the cover aside.

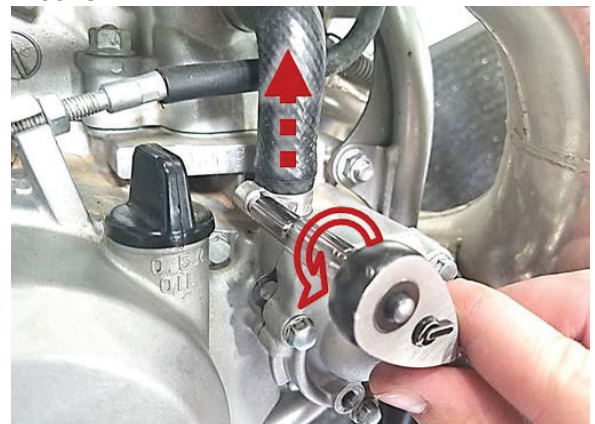
The coolant-in hose can remain coupled to the water pump cover.



1e. Using an 8mm socket, remove the water pump impeller.



1f. Using a 6mm socket, loosen the hose clamp on the hose that goes from the cylinder to the clutch cover (the coolant-out hose). Then remove the hose end from the clutch cover.

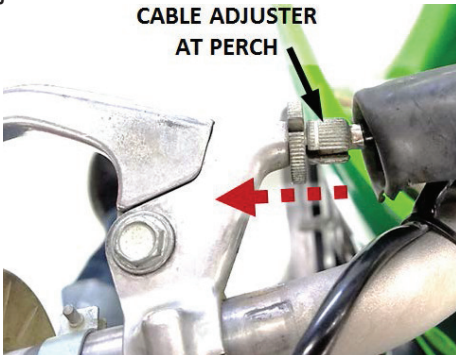


- 1g. Both the water pump housing and the coolant-out hose can be moved out of the way of the clutch cover by gently tucking them between the engine and the exhaust pipe.

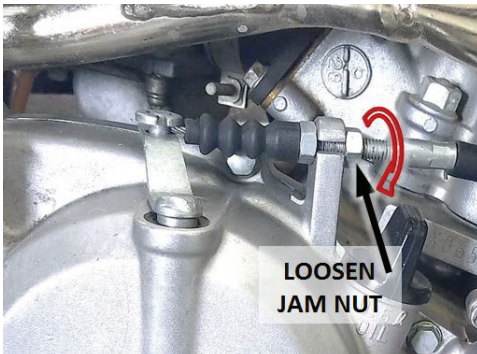


- 1h. At the lever perch, remove all tension from the clutch cable by twisting the perch adjuster clockwise until it bottoms out.

CABLE ADJUSTER
AT PERCH

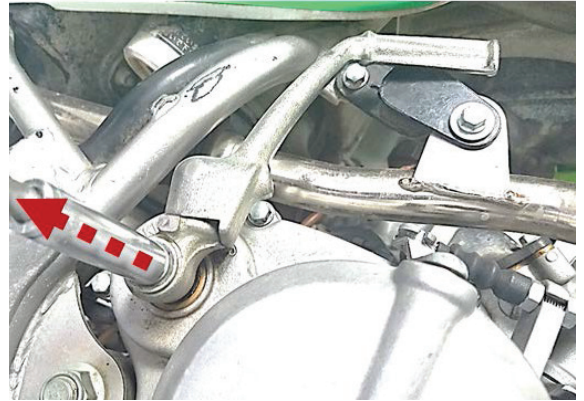


- 1i. At the threaded adjuster, use a 10mm end-wrench to loosen the jam nuts — removing tension from the clutch cable to the position of maximum cable/lever slack.

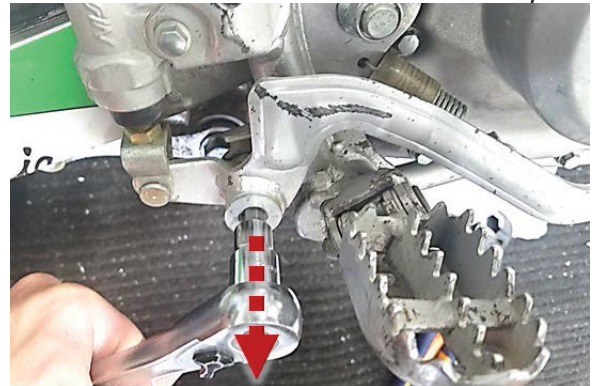


NOTE: The clutch cable does not have to be removed from the clutch cover to enable access to the clutch. See the next steps for the procedure to tilt the cover out of the way.

2. Turn off the fuel valve, and lay the bike on its left side. Using a suitable catch pan, catch any fuel that might drain from the carburetor tubes.
3. Remove the kick-start lever.



4. Remove the brake pedal pivot bolt using an 8mm Allen. Then, uncouple the spring from the pedal and move the pedal out of the way. *This will provide access and clearance for the clutch cover to be removed in the next steps.*

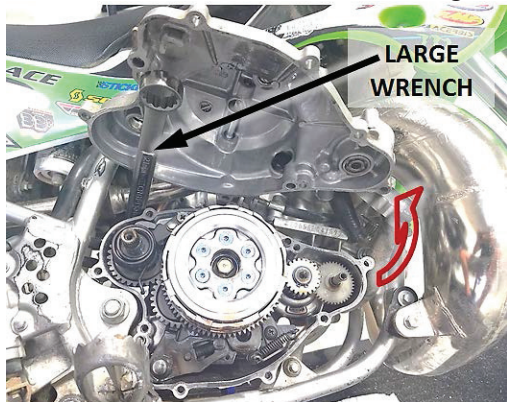


5. Remove all of the clutch cover bolts, and then lift the clutch cover free of the kick-start and water pump shafts.

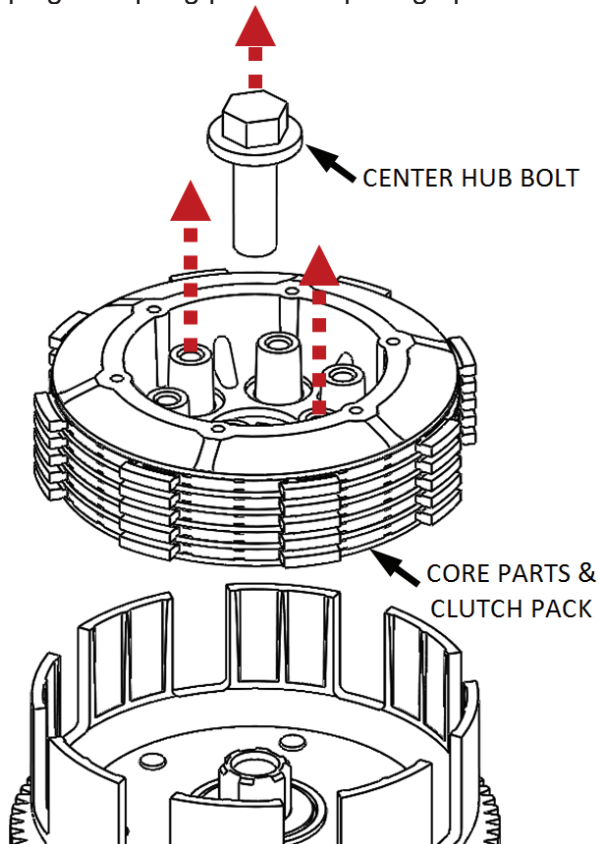
NOTE: for Cobra models

The small 5-bolt clutch cover does not need to be removed from the larger cover for this installation.

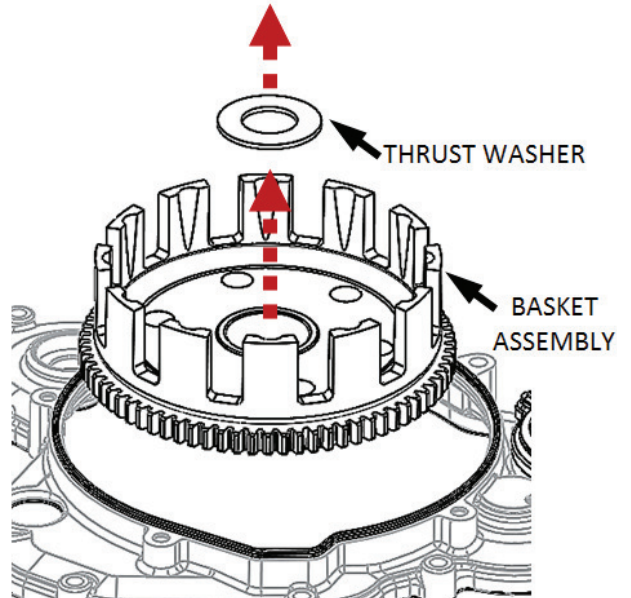
6. Tilt the clutch cover up toward the gas tank (top of the bike). *Placing a large wrench between the frame and engine can help hold it out of the way to access the clutch in the following steps.*



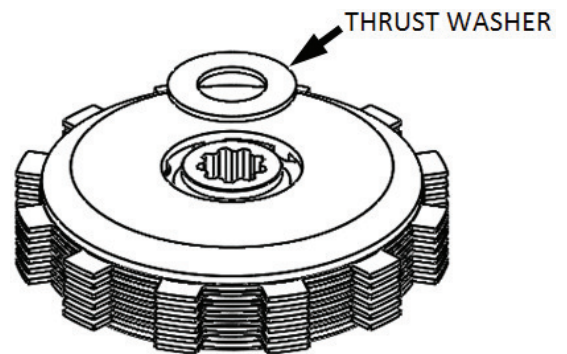
7. Using a 14mm socket, remove the center hub bolt. Then, lift the core of the clutch out by gripping the spring posts and pulling upward.



8. Remove the thrust washer from the bike, followed by the OE basket assembly.



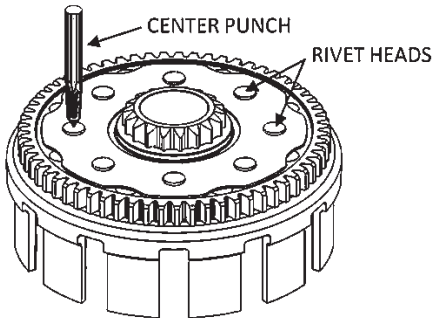
NOTE: If the thrust washer is not in the basket, it is likely stuck to the backside of the hub that was removed in the previous step.



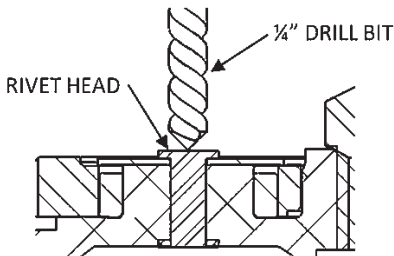
9. Ensure that the steel mainshaft collar and/or bearing (which the basket spins around) remains in place on the mainshaft in the engine.



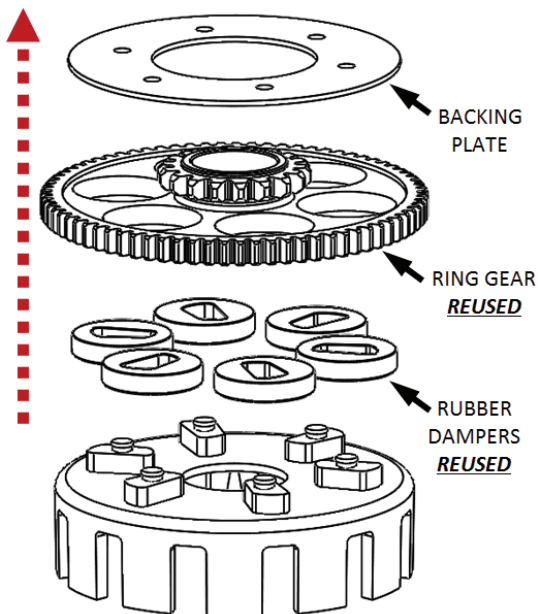
10. Set the OE basket assembly on a workbench with the ring gear facing upward. Using a center punch and hammer, punch a divot into the center of each of the rivet heads.



11. Using the drill bit provided, drill the heads off of each rivet, so that the backing plate can be removed from the assembly. Set your drill to 300-400 RPM and use proper cutting fluid or oil for best results.



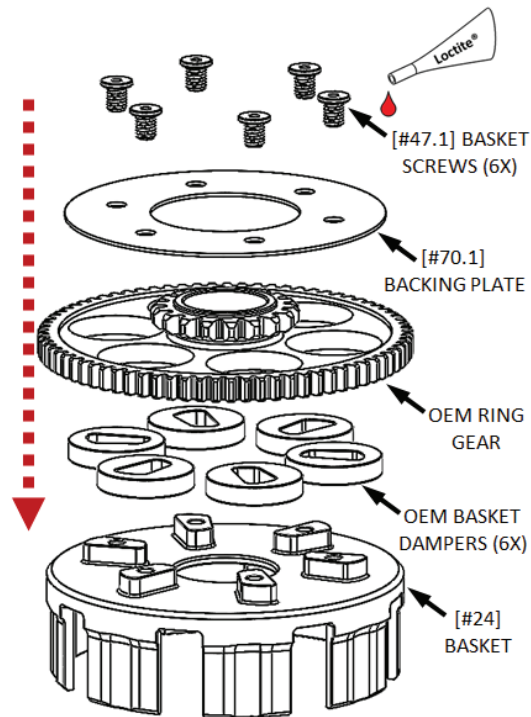
12. Carefully pry off the backing plate and remove the ring gear and rubber dampers from the basket. The OE basket and backing plate will not be reused.



13. Clean the rubber dampers and ring gear of all grit and rivet chips leftover from drilling.

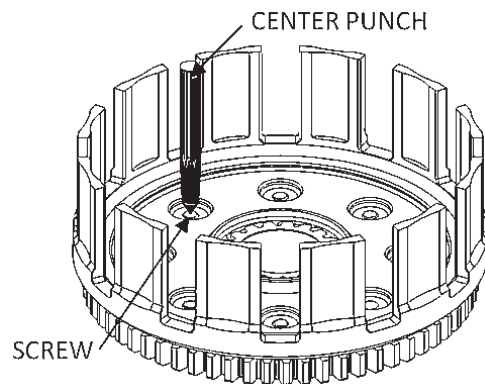
BASKET ASSEMBLY

14. Using the provided Loctite® on the screw threads, recompile the basket assembly using the supplied Rekluse basket, backing plate, and screws.



Torque the basket screws evenly to **80 in-lb (9 N-m)** in a crisscross pattern.

15. Using the hammer and center punch, stake the ends of the screws where they protrude through the inside of the clutch basket. Be sure to stake the screws... **DO NOT** stake the aluminum basket.

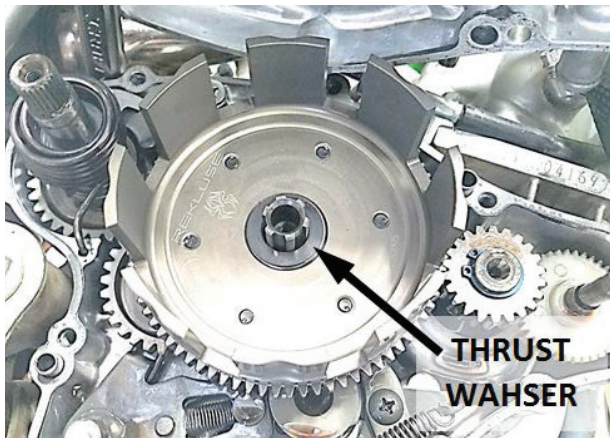
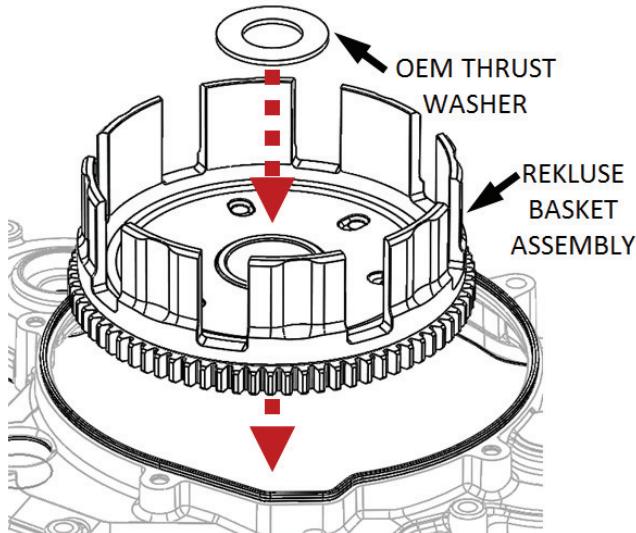


WARNING: It is *critical* that you apply Loctite and stake the ends of the screws or they can back out. Rekluse is not responsible for engine damage that may be caused by screws that back out.

INSTALLATION

16. Install the newly-compiled basket assembly into the bike over the collar on the mainshaft, followed by the OE thrust washer.

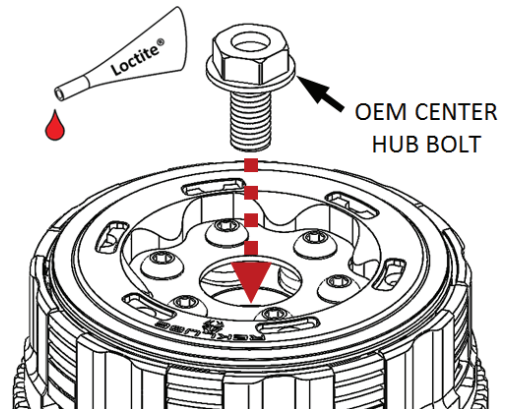
To get the ring gear teeth to properly mesh with the crank and kick-starter gears, gently rotate the basket until it drops in and the teeth all mesh. DO NOT force the basket in or damage may occur.



17. Reinstall the OE clutch that was removed in the previous steps, or proceed with installing a Rekluse CoreManual or CoreEXP clutch.

Using a 14mm socket, torque the center hub bolt to:

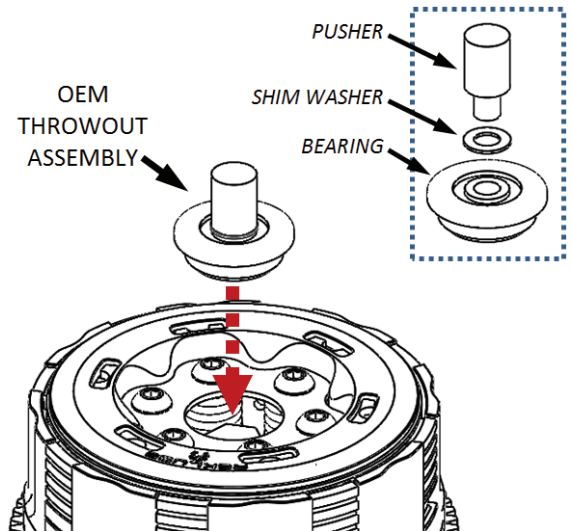
- 64 N-m (47 ft-lb) for Kawasaki & Suzuki
- 54 N-m (40 ft-lb) for Cobra



Reinstall the OE throwout assembly into the spring push-plate.

For Kawasaki & Suzuki models, be sure to reuse the shim washer if equipped.

Cobra models do not have a shim washer.



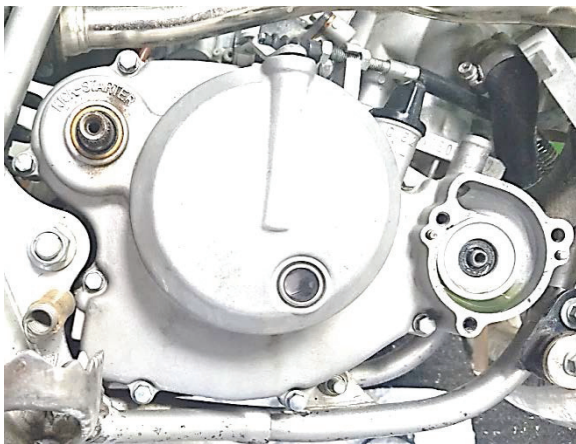
18. Before reinstalling the clutch cover:
- Replace the cover gasket with new.
 - Check the condition of the rubber seals in the clutch cover, and replace if necessary.
 - Lightly apply grease to the water pump shaft and kick-start shaft.

NOTES:

- Installing the clutch cover without a new gasket could cause engine oil leaks.
- Installing the clutch cover without lightly greasing the water pump shaft and kick-start shaft could cause seal damage.

The OE replacement gasket & seal part numbers are listed in the *Installation Tips* section at the beginning of this document.

19. Reinstall the clutch cover using the OE cover bolts. Torque the cover bolts evenly to:
- 10 N-m (90 in-lb)** for Kawasaki & Suzuki
 - 7.9 N-m (70 in-lb)** for Cobra

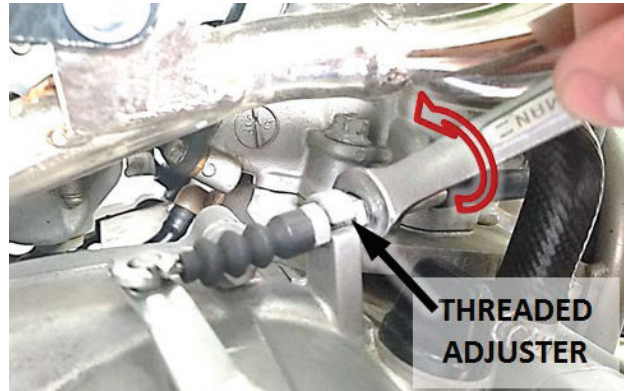


20. Reinstall the kick-start lever. Torque to **12 N-m (9 ft-lb)**.

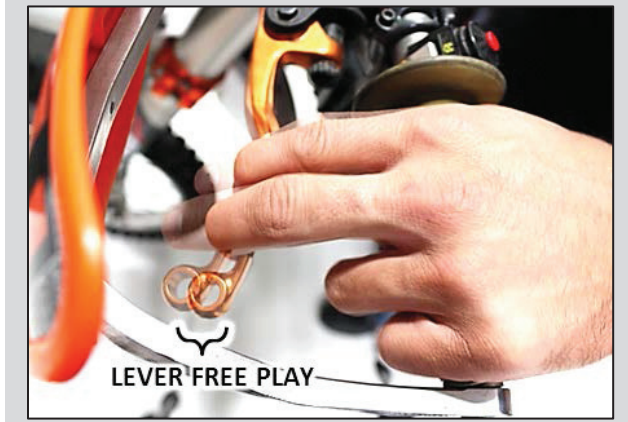
21. Clean and apply a little bit of grease to the O-ring seals on the rear brake pedal pivot bolt, and then reinstall the brake pedal using the 8mm Allen socket. Torque to **25 N-m (18.5 ft-lb)**.

CLUTCH CABLE ADJUSTMENT

For Kawasaki & Suzuki Manual Clutches only (Stock or Rekluse CoreManual): Using a 10mm wrench, set and tighten the threaded adjuster so that the clutch lever has a few millimeters of freeplay.



NOTE: "Lever Free Play" is essentially the "slack" in the clutch cable system felt at the lever before it starts actuating the clutch. Applying a light finger pressure will take up this slack.



For Kawasaki & Suzuki Auto-Clutches (Rekluse CoreEXP): Follow the instructions in your CoreEXP User's Guide to properly set the installed gap by checking lever free play gain.

OIL TYPES

Rekluse recommends that you have fresh, clean JASO-MA or JASO-MA2 rated oil for best clutch performance. Dirty or old oil can tend to produce more clutch noise. Having one of these two ratings indicates that the oil is certified for use in motorcycles with wet clutches.

Synthetic oils that contain substantial friction modifiers are not recommended, as they can significantly reduce the clutch's performance.

Some heavy-duty oil stabilizers or other additives have been known to reduce noise and make shifting smoother, but be sure that any additives that you might employ are approved for use in wet-clutch motorcycles.

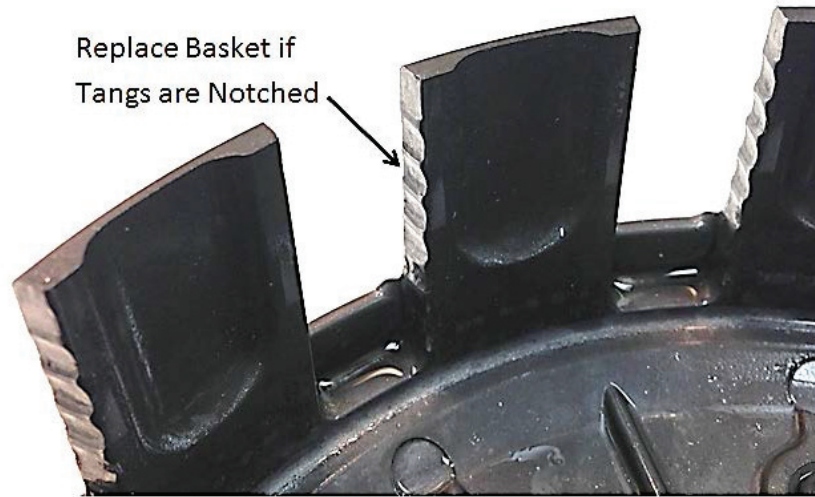
MAINTENANCE AND INSPECTION

- Keep up with regular oil changes as per the bike manufacturer's recommendations. Clutch function and longevity depends on oil quality.
- Inspect all of your clutch parts **every 20 hours** of operation for signs of wear or excessive heat, and replace components as necessary.
- If you find performance dwindling with use or time it is likely necessary to replace worn clutch disks. Measure your friction disks and replace as necessary.
 - Friction disk minimum allowable thickness = **0.115" (2.9mm) Rekluse Part #: 469-691**
- Excessive heat or clutch slip can cause premature clutch failure. Once extreme temperatures are reached, irreversible damage will occur. Inspect your clutch plates; if the friction disks look burnt or glazed, or the drive plates are blue/black in color or warped, it is best to replace the entire clutch pack.
- Repeat the break-in procedure anytime the friction disks or EXP bases or wedges are replaced. Always soak new friction disks or EXP bases in oil for at least 5 minutes before installing

Basket

Rekluse baskets are built using high quality materials but do wear based on the rider's use, type of terrain, and natural wear and tear.

- To keep your clutch basket performing at its best, perform regular maintenance on your bike and inspect your components regularly.
- Inspect the clutch basket for notching. Notched basket tang faces can cause performance issues. The basket should also be inspected for any fatigue cracking at the tang bases. Replace basket if necessary.
- Do not use baskets that have been filed, machined, or modified on the tangs.



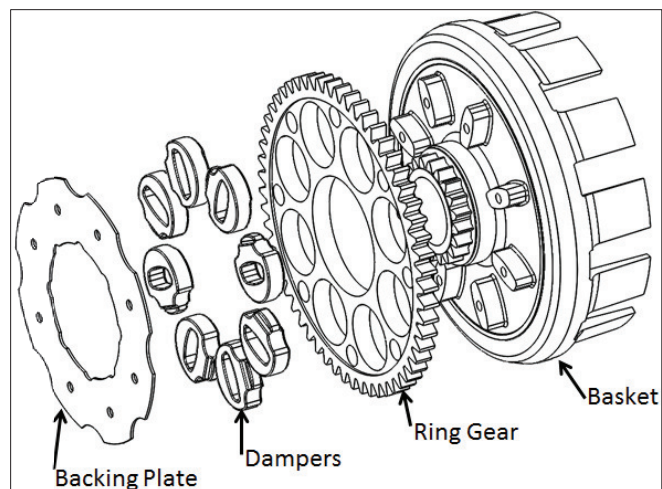
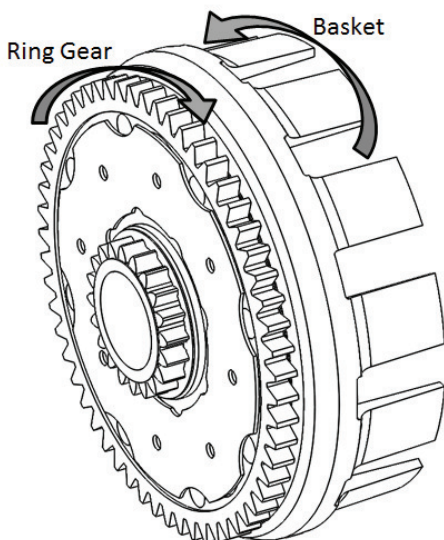
Dampers

The OE dampers inside the center hub assembly shrink due to heat and use. This is a normal wear item and should be inspected periodically. Any movement between the dampers will shorten the life of your inner hub and accelerate basket wear.

- Inspect the basket dampers and/or springs by checking the play between the ring gear and the basket. Replace the dampers/springs if you feel any play in the assembly.
- Inspect the dampers if your inner hub is notched. This is usually a sign that the dampers need to be replaced.

To inspect the dampers:

1. Remove the basket from the engine, hold the ring gear in one hand and the basket in the other, then twist in opposite directions. The rotational play is sometimes accompanied by an audible “click” sound when rotating back and forth.
2. If any rotational play can be felt between the basket and the ring gear, the dampers are worn and either the dampers and/or basket assembly need to be replaced.



Starter Gear

The starter gear fitment can wear and should be inspected at regular intervals. A loose starter gear can cause performance issues in the clutch.

To inspect the starter gear:

1. Press on one side of the clutch basket, then press on the opposite side trying to see if the basket moves when pressure is applied to each side.
2. If the basket moves or tilts significantly, the basket needs to be replaced.

NEED ADDITIONAL HELP?

Contact Technical Support for questions related to product installation.

Technical Support hours:

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

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