



INSTALLATION & USER'S GUIDE

RadiusX
BMW G 310R & G 310GS

TABLE OF CONTENTS

OVERVIEW	3
INSTALLATION TIPS	3
TOOLS NEEDED.....	4
INCLUDED PARTS	5
DISASSEMBLE THE CLUTCH	7
CLUTCH PACK INSTALLATION.....	14
Notes for installation.....	14
Clutch pack.....	14
PRESSURE PLATE INSTALLATION.....	17
CLUTCH COVER INSTALLATION.....	18
SET THE INSTALLED GAP	21
CHECK FREE PLAY GAIN.....	22
Learn how to check Free Play Gain	22
Two Ways to Check for Free Play Gain	24
The Rubber Band Method	24
The Hand Method	26
ADJUST THE INSTALLED GAP	28
BREAK IN THE NEW CLUTCH.....	30
SHIFTING AND OPERATION	32
MAINTENANCE.....	32
Disk inspection examples.....	33
TROUBLESHOOTING.....	34
BUMP-STARTING INSTRUCTIONS.....	34
NEED ADDITIONAL HELP?.....	35

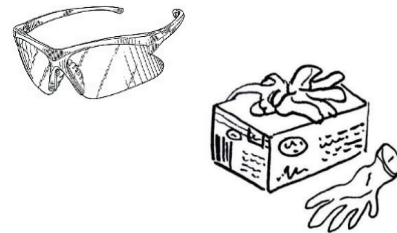
OVERVIEW

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® disks
- The OE pressure plate springs will be replaced.

INSTALLATION TIPS

- Read this entire document before performing any steps.
- 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.
- 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.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.



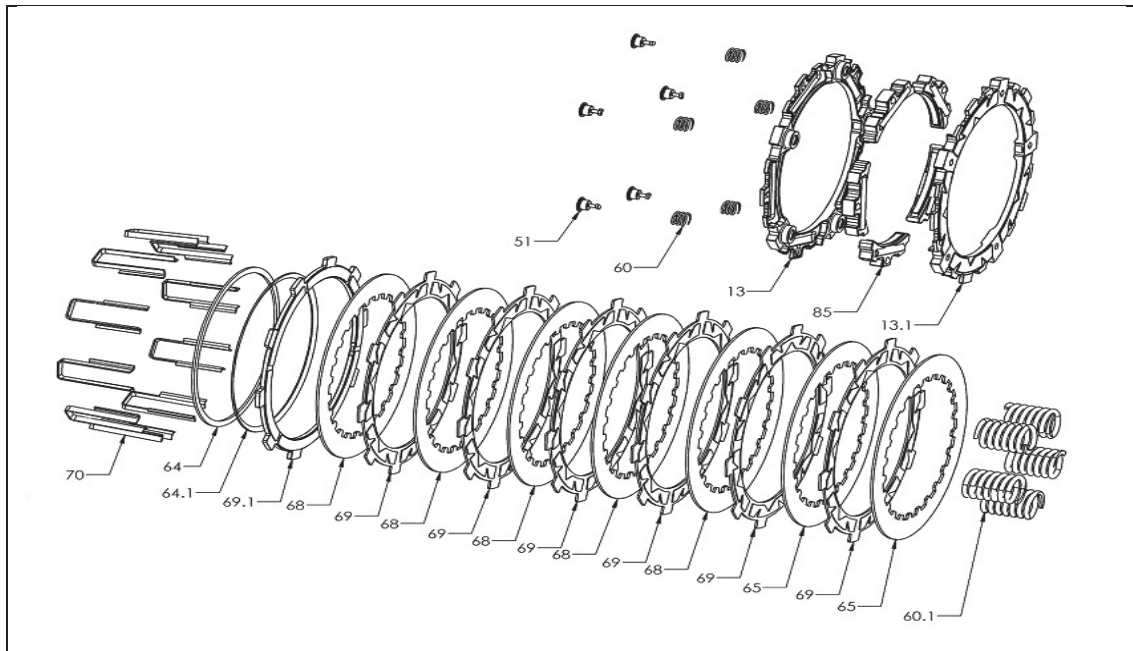
TOOLS NEEDED

- 4mm hex driver
- 5mm hex driver
- 10mm socket
- Torque wrench
- Pick set
- Channel lock pliers
- **BMW tool 11 0 513**

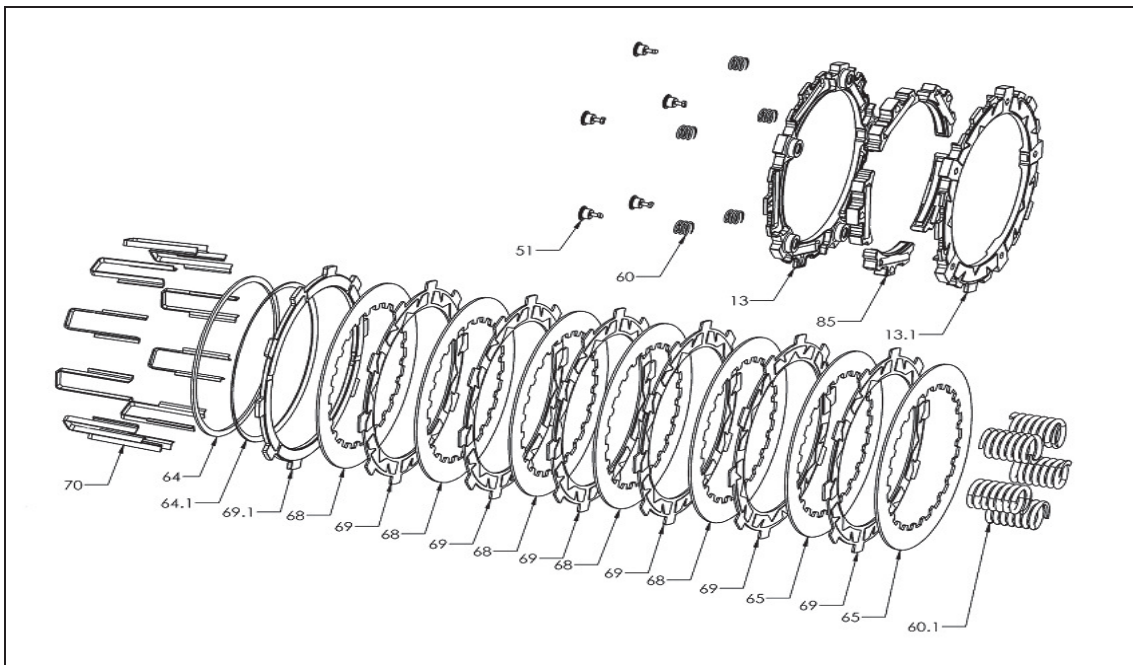
BMW tool 11 0 513



INCLUDED PARTS



Item	Description	Qty.
70	Basket sleeves - H1.53	10
68	Steel drive plates - .048" (1.2 mm)	5
65	Steel drive plates - .040" (1.0 mm)	2
69.1	Friction Disk – HD 500-750 Judder	1
69	Friction Disk – HD 500-750 Thin Friction	6
60.1	Pressure plate springs	5
60	EXP adjustment spring – Red	5
51	Fastener - 1/4-Turn Pin (includes 2 extra)	7
13	EXP RP Base - KTM 790 - Male	1
13.1	EXP RP Base - KTM 790 - Female	1
85	Wedge assembly, RP - KTM 790	5
64	Judder Spring Seat	1
64.1	Judder Spring	1



Not Shown	Velcro straps	2
Not Shown	Orange Free Play Gain rubber band	1
Not Shown	Clutch lever warning label	1
Not Shown	Hardware - UV Protected Zip Tie 8 -Black	3
Not Shown	Adhesive – Loctite 243	1

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

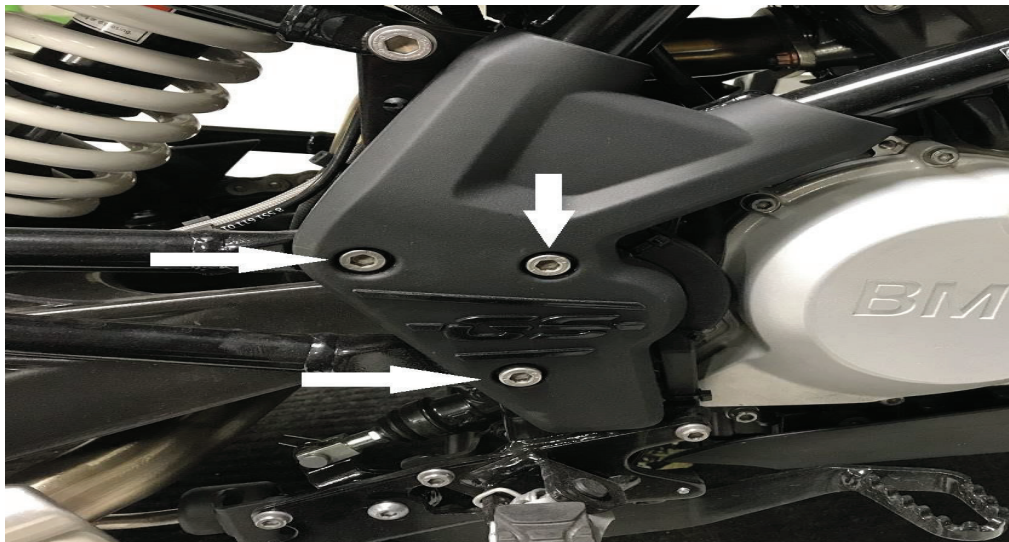
DISASSEMBLE THE CLUTCH

1. With the bike on its side stand, use a 5mm hex driver to remove the cowling indicated in the picture below.

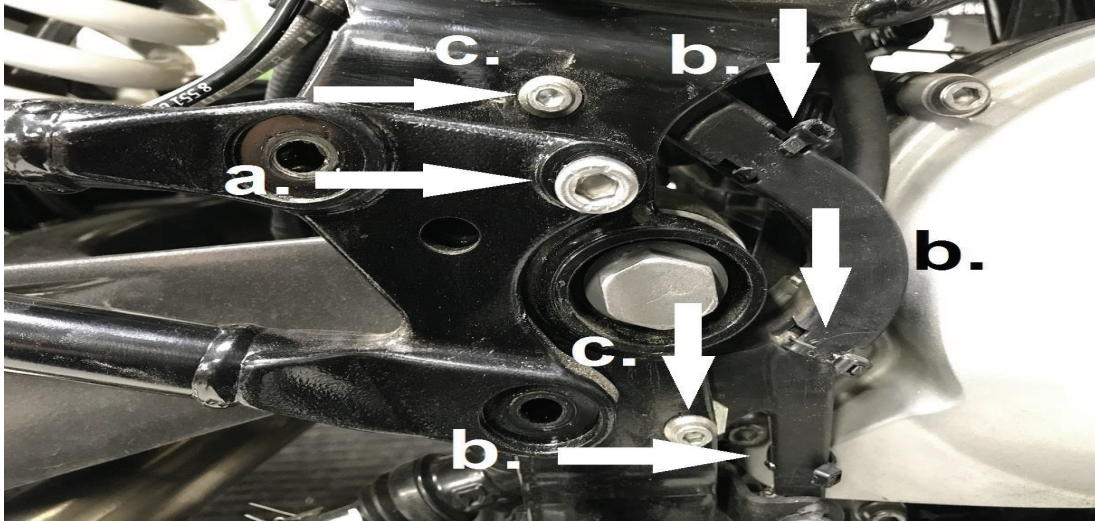


NOTE: For G 310R models continue to step 5. For G 310GS models continue to step 2.

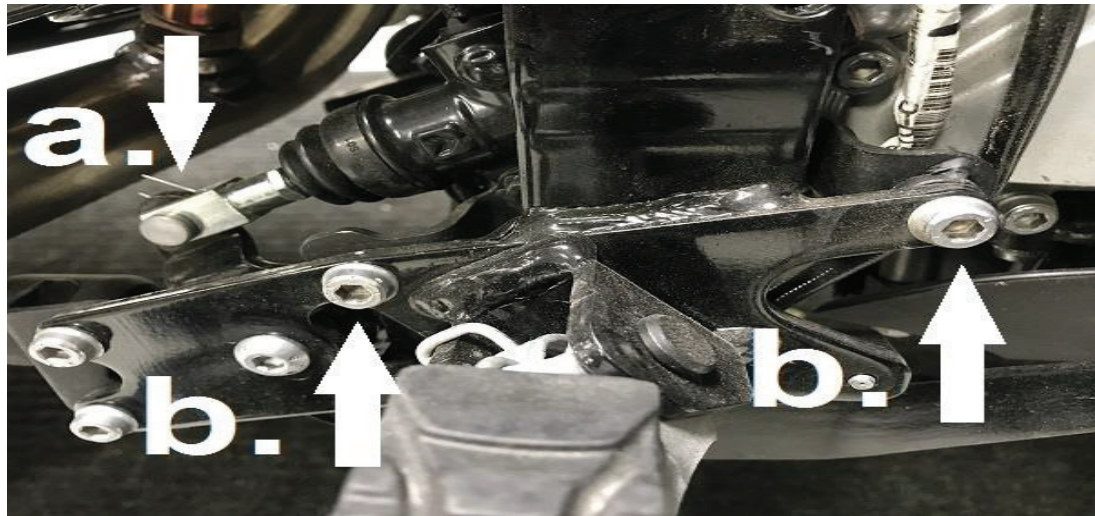
2. Remove the three bolts securing the frame guard, foot peg, and exhaust bracket.



3. Reinstall one bolt to secure the previously unattached bracket (a.). Cut the three zip ties securing the wire guide (b.). Remove the two bolts securing the wire guide (c.). Remove the wire guide.

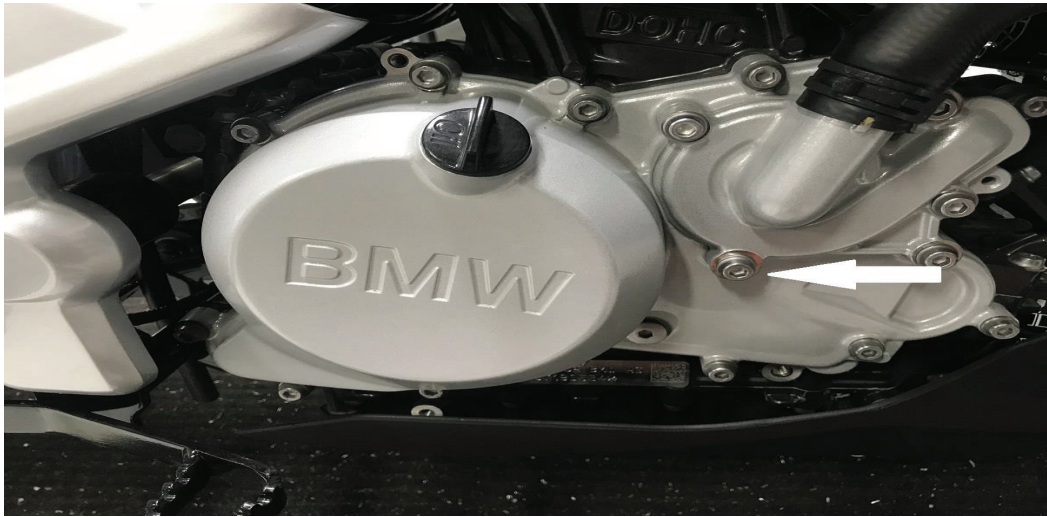


4. Remove the cotter pin and pin (a). Remove the rear brake push rod from the master cylinder. Remove the rear brake master cylinder bracket bolts (b).



NOTE: The rear brake master cylinder/bracket will be moved in a later step.

5. Using a container to catch the the coolant; use a 5mm hex driver to remove the coolant drain bolt indicated by the arrow in the picture below.



NOTE: Do not remove the radiator cap from the radiator until all coolant is drained from the overflow tank.

6. Use a pair of channel locks to pinch the radiator hose clamp. While the clamp is expanded, lift up on the radiator hose to remove the hose from the spout.



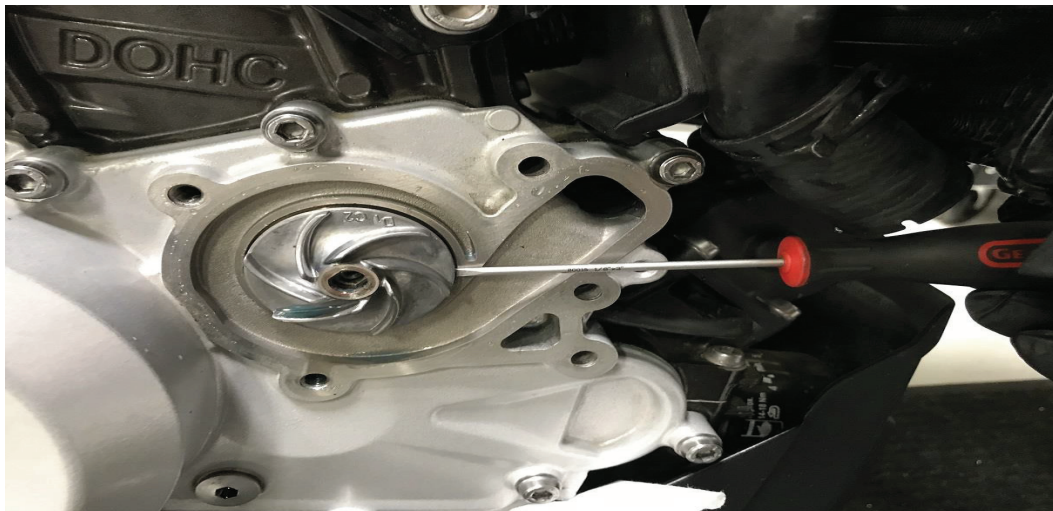
7. Use a 5mm hex driver to remove the five bolts securing the coolant pump cover.



8. Remove the bolt and copper washer securing the water pump impeller.



9. Remove the impeller using picks or small flat blade screw driver.



10. Remove the drainage hose from the clutch cover.

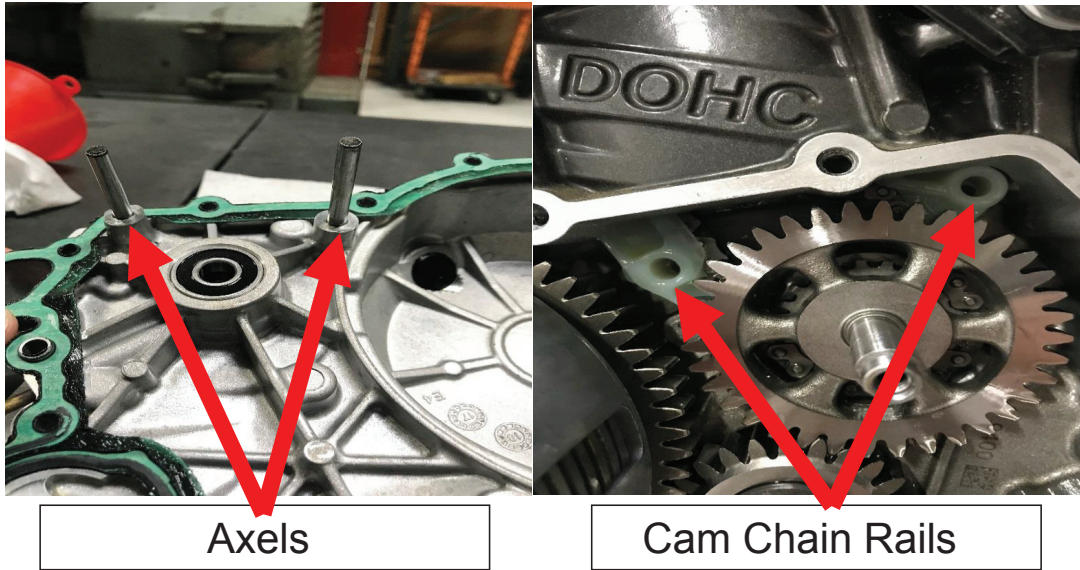


11. Using a 5mm hex driver, remove the clutch cover bolts
NOTE: *The water pump main shaft is also the cam chain gear, when removing the clutch cover, it is possible to dislodge cam chain gear and the dowel pins holding the cam chain guides. BMW recommends using the position sliding sleeve (No. 11 0 513). Slide the sleeve onto the shaft before cover removal.*

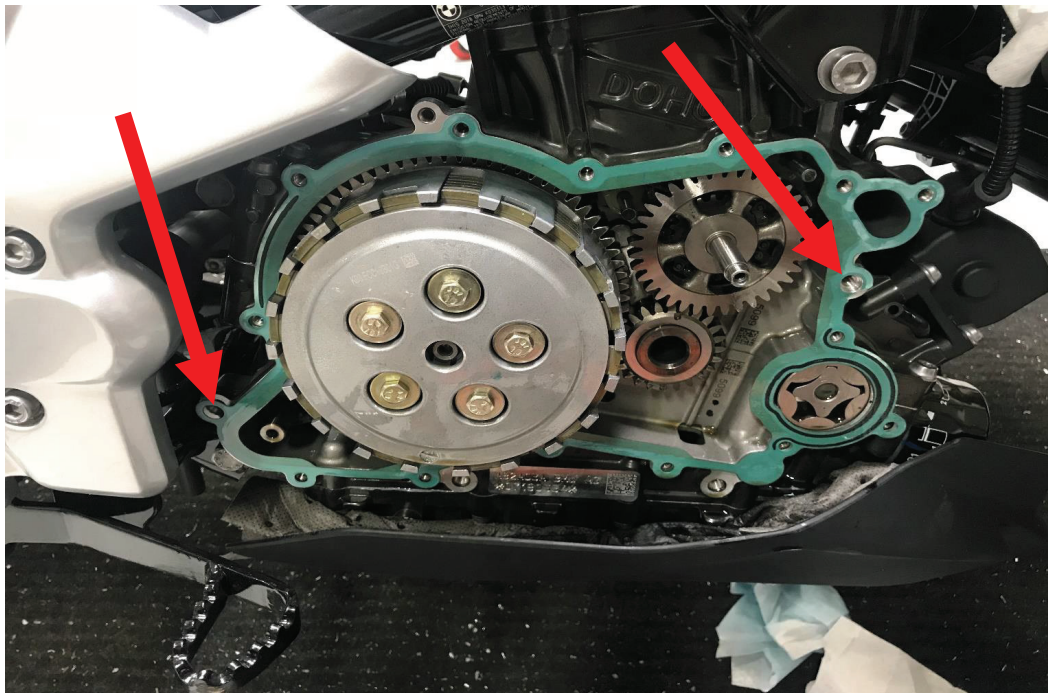
12. While using your thumb, screw driver, or the BMW special tool (No. 11 0 513) to push in on the water pump main shaft, gently pull on the clutch cover to remove it. For the G 310GS models, the rear brake master cylinder bracket will need to be pushed back to give clearance for the clutch cover removal.



13. If the cam chain rail axels are removed with the clutch cover, reinstall the rail axels into the cam chain rails and seat them into the engine case before moving on to the next step.



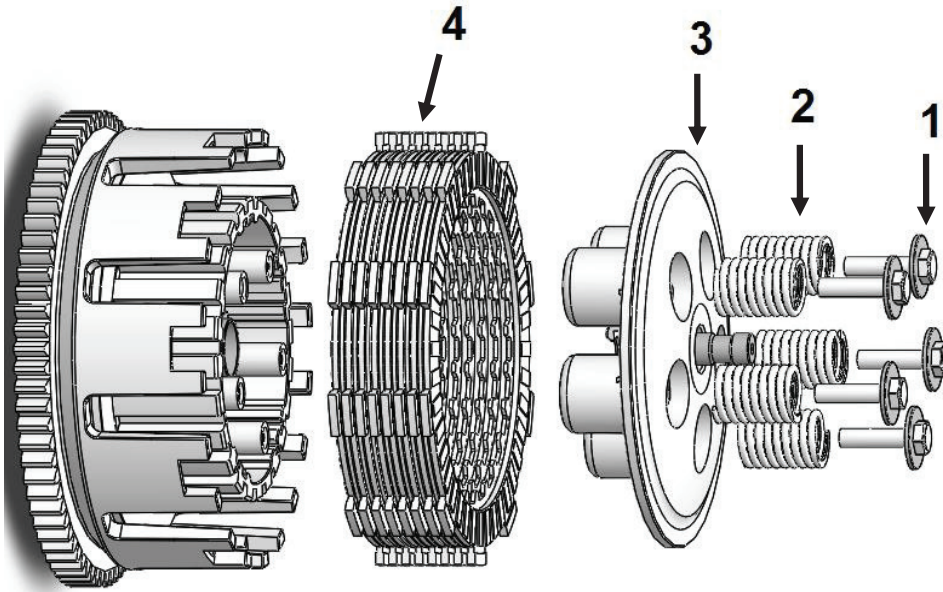
14. Verify that the clutch cover dowel pins are in the engine case.



NOTE: Replace the clutch cover gasket if there is damage.

15. Use a 10 mm socket to remove the pressure plate bolts allowing removal of the following OE parts:

NOTE: Items 2 & 4 are not reused with the Rekluse clutch pack and can be set aside.

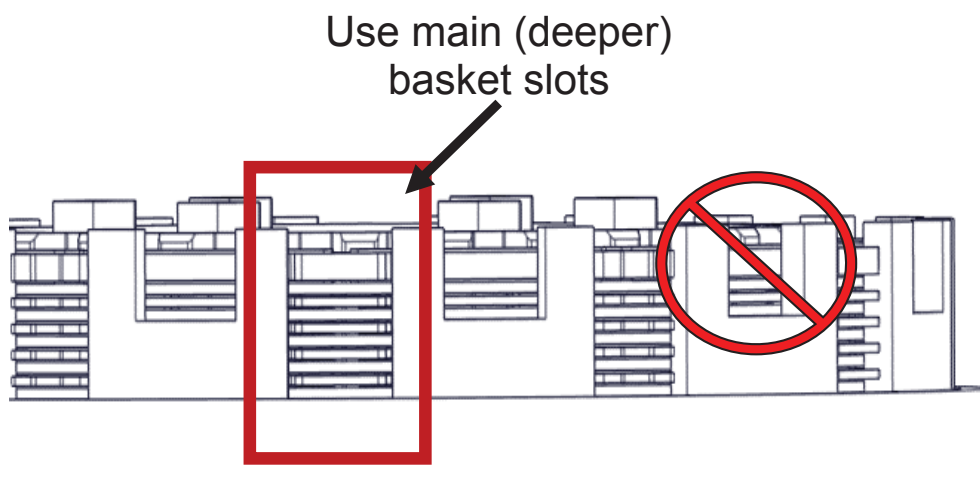


1	Pressure plate bolts
2	Pressure plate springs
3	Pressure plate
4	Clutch pack
5	Pressure plate

CLUTCH PACK INSTALLATION

Notes for installation

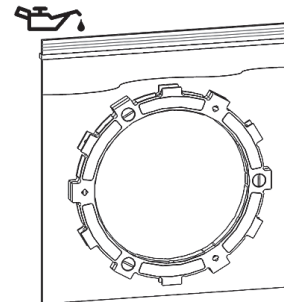
- Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.
- Some OE basket have “half slots” at the top of the basket tangs. Rekluse products require the entire clutch pack be installed into the MAIN (deeper) basket slots. Installing the clutch pack into the “half slots” will cause performance issues. See the following picture for reference.



Representative image. Basket may appear different than the stock basket.

Clutch pack

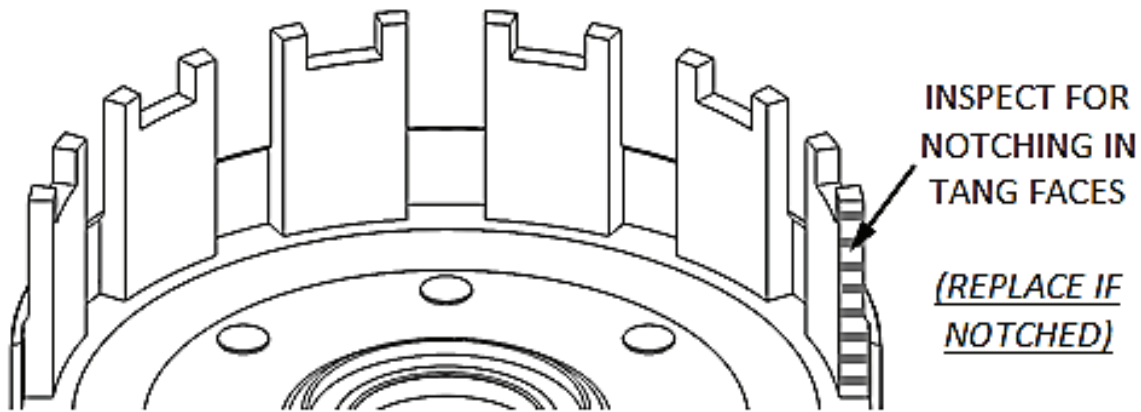
1. Soak the EXP disk and all friction disks in engine oil for 5 minutes. Make sure the EXP and friction disks are coated on both sides.



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.

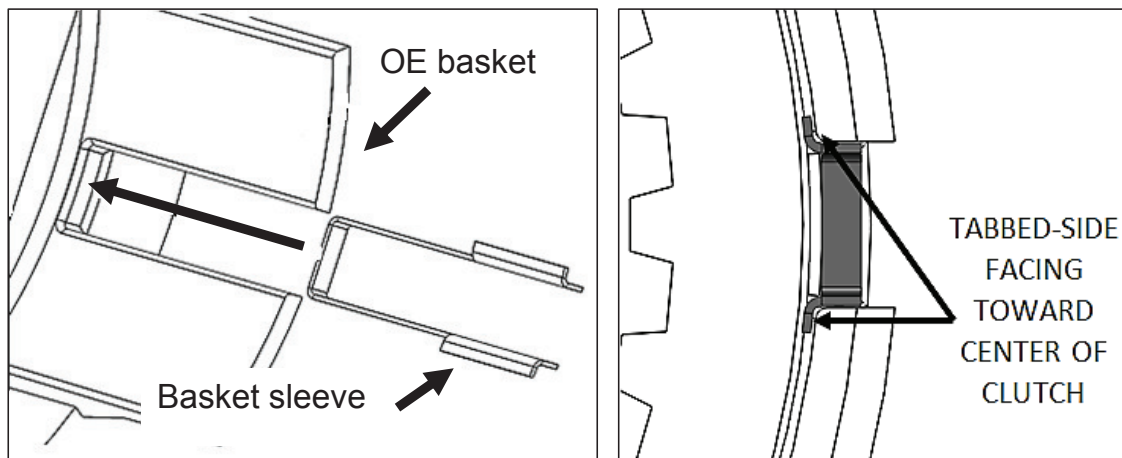
⚠ WARNING

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



Representative image. Basket may appear different than the stock basket.

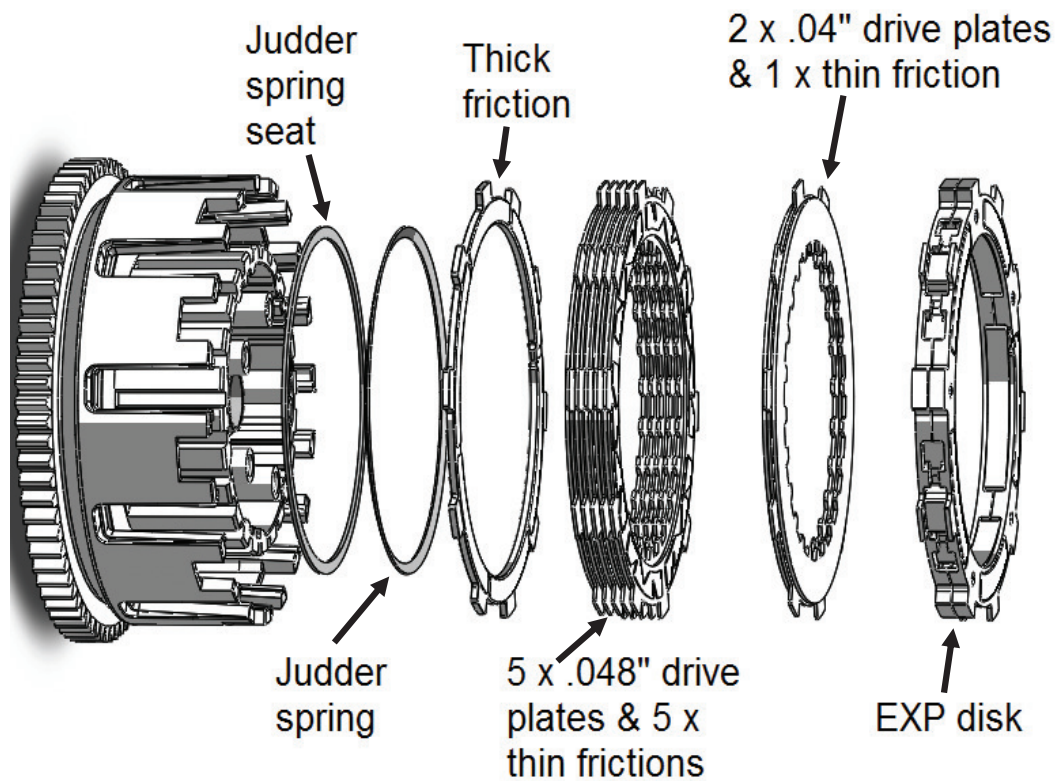
3. Install **ALL** the Rekluse basket sleeves into the basket slots. Make sure the sleeve tabs sit against the inside of the basket, then push the sleeves down until they contact the bottom of the tang slot. See pictures for reference.



Representative image. Basket may appear different than the stock basket.

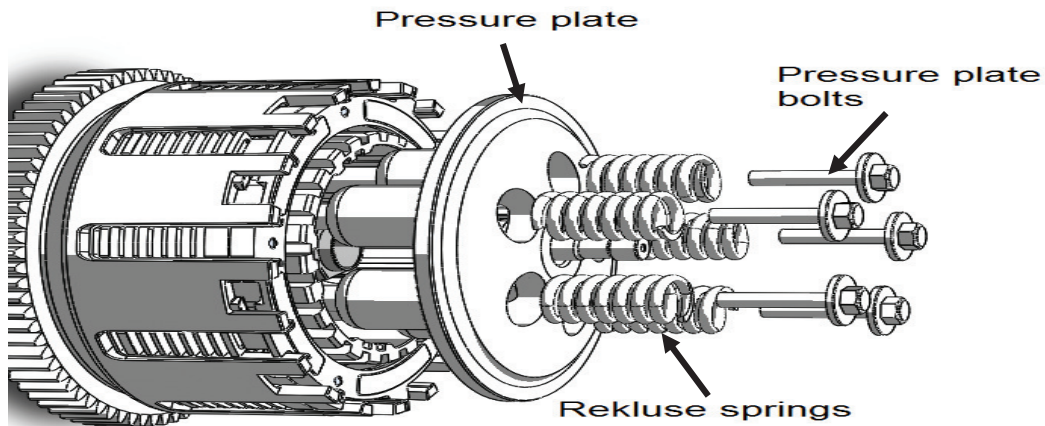
NOTE: When seated in the basket slots, the sleeves will sit slightly above flush with the top of the basket tangs. This is normal.

4. Install the judder spring seat, then install the judder spring cup side up.
5. Install the thick friction.
6. Install a .048" drive plate followed by a thin friction.
Continue to alternate the remaining 4 .048" drive plates with 4 thin frictions.
7. Install 1 .040" drive plate followed by the last thin friction and the last .040" drive plate
8. Install the EXP.



PRESSURE PLATE INSTALLATION

1. Install the OE pressure plate, then install the Rekluse pressure plate springs.

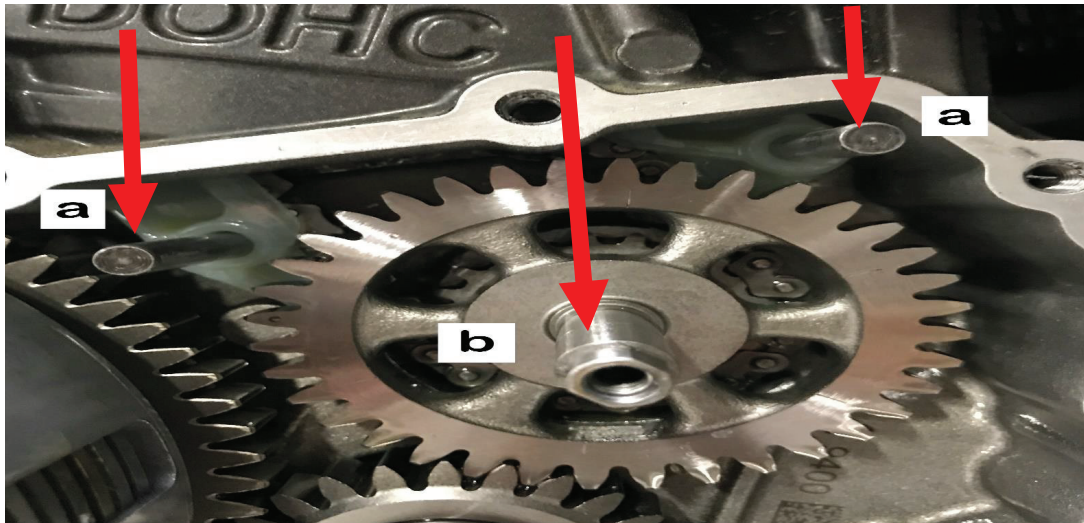


2. Install the OE pressure plate bolts and loosely tighten. Torque the pressure plate bolts to 10 N-m (89 in-lbs).

CLUTCH COVER INSTALLATION

1. Before installing the clutch cover verify that the tensioning rail axels (a) and the cam chain gear (b) are in the correct position.

NOTE: BMW recommends using special tool No. 11 0 513 during the clutch cover installation.

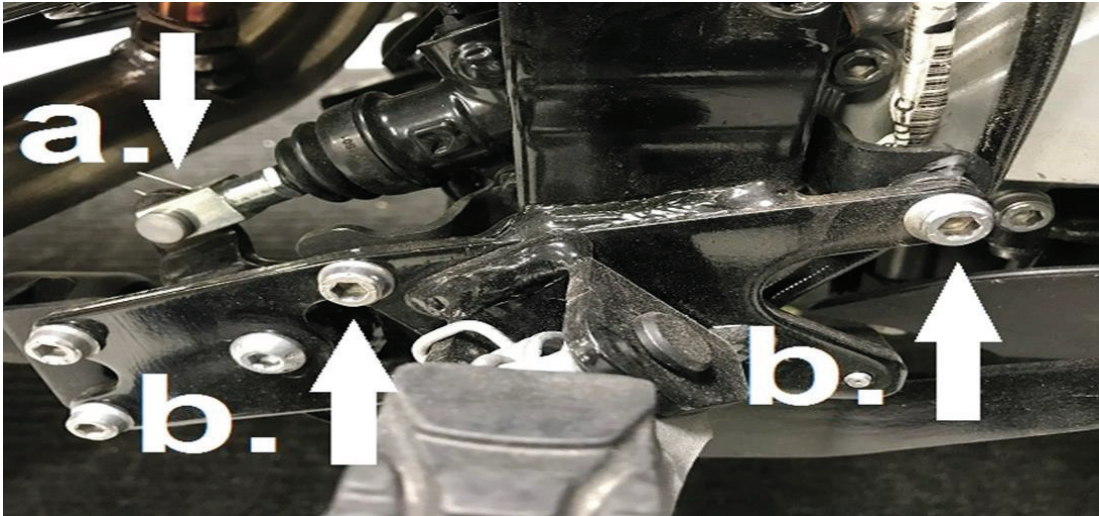


2. Align the clutch cover with the cam chain tensioning rail axels and cam chain shaft; install the cover onto the engine case.
3. Install and lightly tighten the cover bolts using a star pattern. The cover can crack if not torqued correctly. Tighten bolts in small increments before torquing the cover bolts to 10 N-m (89 in-lbs).
4. Reconnect the drainage hose
5. Reinstall the impeller. Install the copper washer to the bolt and apply the provided Loctite 243 to the bolt. Install the bolt and torque to 6 N-m (53 in-lbs).
6. Reinstall the cover for the coolant pump, check that the gasket is installed properly. Torque bolts to 10 N-m (89 in-lbs).

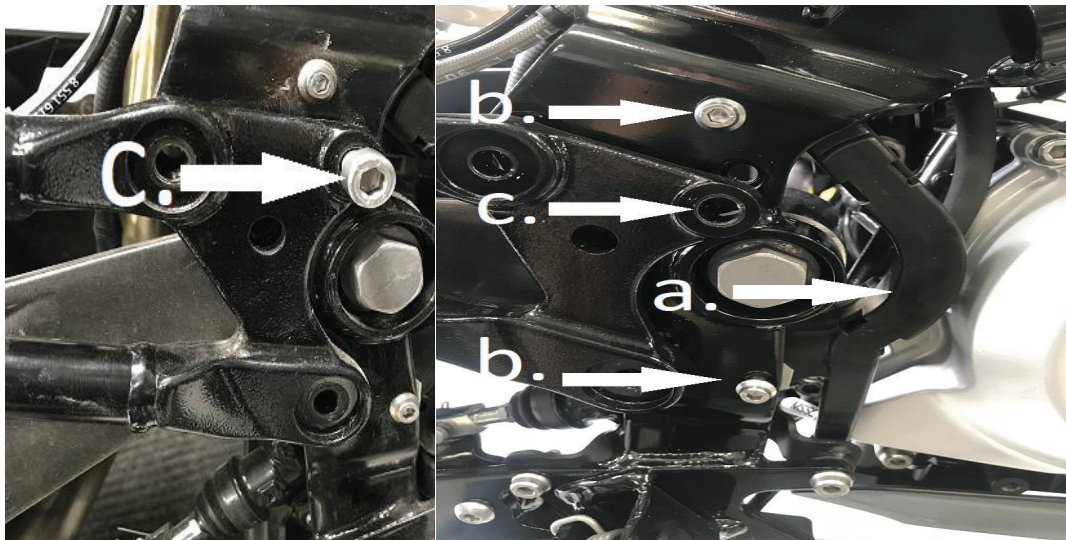
7. Use a pair of channel locks to pinch the radiator hose clamp. While the clamp is expanded, install the radiator coolant hose to the spout.

NOTE: For G310R models skip to step 11.

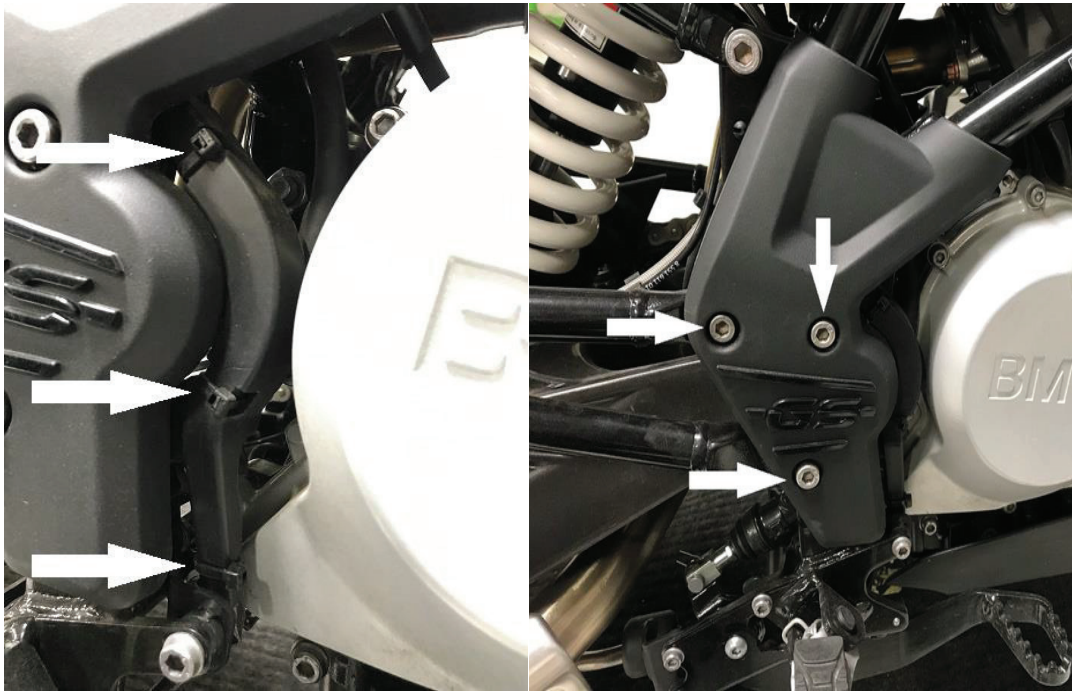
8. Install the rear brake master cylinder bracket bolts (b). Install the rear brake push rod to the master cylinder. Install the pin and cotter pin (a).



9. Reinsert the wires into the wire guide (a.). Reattach the two bolts securing the wire guide (b.). Remove the bolt securing the exhaust bracket (c.).



- Secure the wires in the wire bracket with the provided wire ties. Reinstall the three bolts securing the frame guard, foot peg, and exhaust bracket.



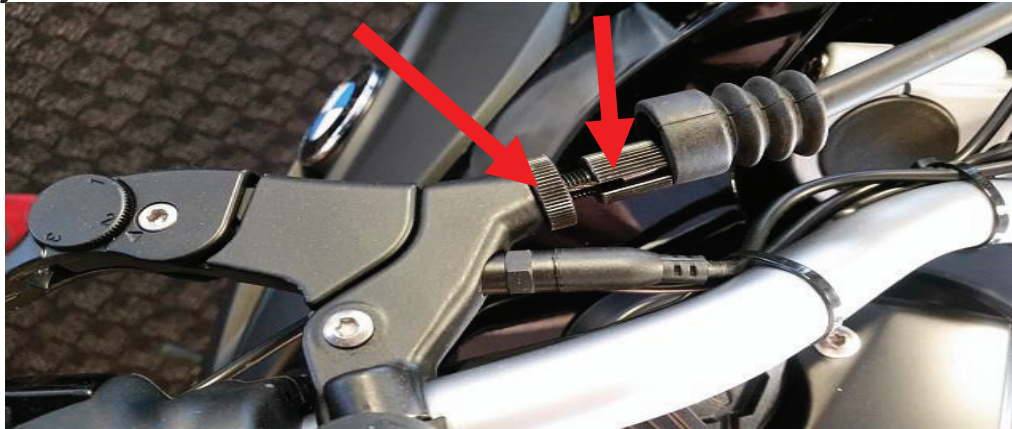
- Add coolant to the radiator. First fill the radiator, then attach the radiator cap. Next fill the radiator overflow tank to the recommended level.
- Using a 5mm hex driver, reinstall the cowling indicated in the picture below



SET THE INSTALLED GAP

The “installed gap” is the separation in the clutch pack created by tension adjusted into the clutch cable. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement. The installed gap must be set correctly for optimal performance.

1. Adjust the inline perch adjuster until the clutch lever becomes tight; this is your starting point. Turn the inline adjuster 3 to 5 more turns.



2. To set the final installed gap, check Free Play Gain. The directions are in the next section.

NOTE: *Final free play gain should be achievable through the inline perch adjuster on the handlebar.*

NOTE: *When adjusted properly you will no longer have lever free play. The lever will be tight against the perch, this is normal.*

3. Install the provided warning sticker on the backside of the clutch lever, such that it is visible to the rider.

CHECK FREE PLAY GAIN

It is very important that you understand how to verify the correct installed gap by checking Free Play Gain. The installed gap is what allows the auto function of the product to perform properly.

Correct Free Play Gain = Correct installed gap

Setup, break-in, and rechecking the installed gap is CRUCIAL. Failure to properly maintain your installed gap can result in premature wear or failure of your clutch. Use the following steps to verify the installed gap by checking Free Play Gain.

⚠ WARNING

Failure to check and verify Free Play Gain can cause failure or damage to this product. Setting the correct installed gap is critical for clutch performance.

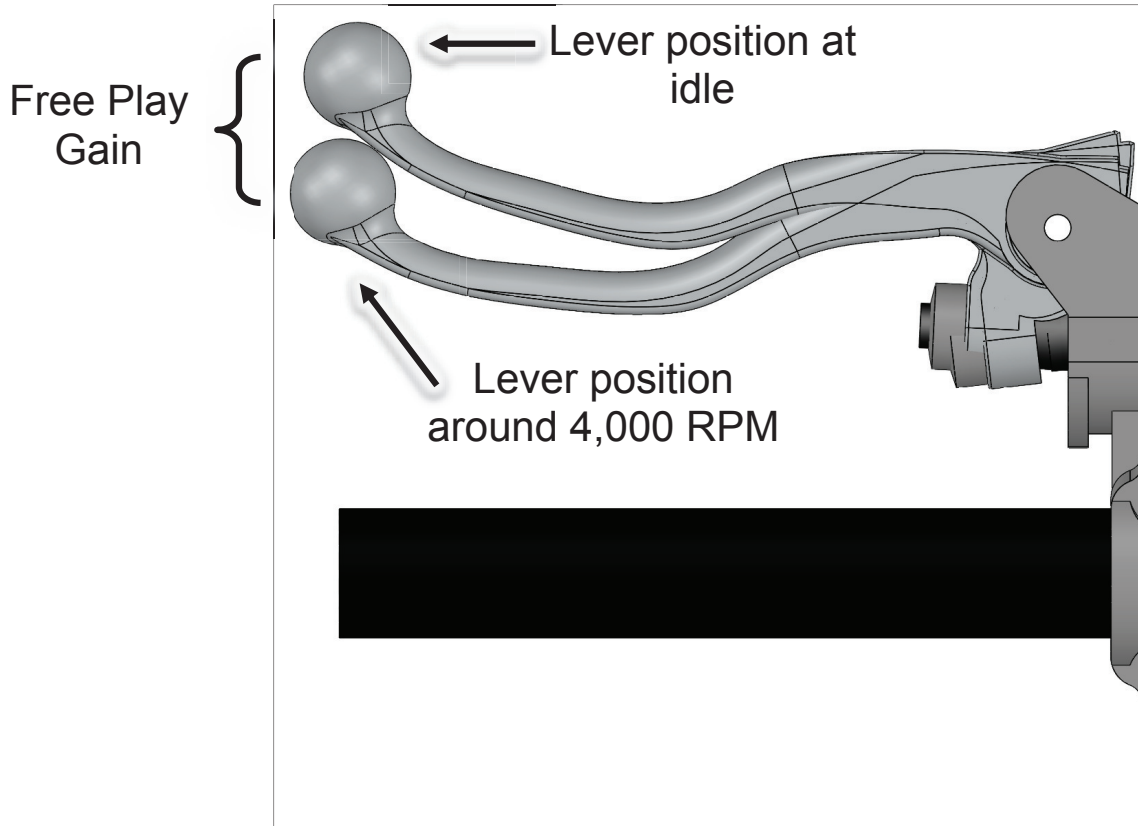
Learn how to check Free Play Gain

If you are familiar with checking Free Play Gain, Verify Free Play Gain then skip to the “Break in the New Clutch” section.

If Free Play Gain is new to you, follow the instructions below to help you learn this important step. You can also view the video entitled “How to Check Free Play Gain” on our website at <https://rekluse.com/support/videos>.

Checking Free Play Gain allows you to externally monitor the installed gap, so you can know when to make an adjustment if the installed gap is too large or too small.

The correct installed gap is verified by observing and feeling the increased free play movement in the clutch lever. This extra movement is called “Free Play Gain.”



Free Play Gain
1/8"-1/4" (3 mm-6 mm) lever movement

- **If there is too much Free Play Gain**, the installed gap is too small.
 - The vehicle may drag and stall because it has difficulty disengaging the clutch. It may also be difficult to shift.
 - Too much Free Play Gain will not hurt the clutch, but it will negatively affect clutch performance.
- **With too little or no Free Play Gain**, the installed gap is too large.

- This means when the EXP is fully expanded it does not lift the pressure plate. The clutch may slip and make the vehicle seem like it is losing power.
- The vehicle may not move forward even though the engine RPM increases as if the clutch lever is slightly pulled.
- Too little Free Play Gain will cause the clutch system to burn up and fail.

Optimal Free Play Gain yields 1/8”-1/4” (3 mm-6 mm) of clutch lever movement, measured at the ball end of the lever. This measurement at the lever correlates to achieving the ideal installed gap.

Two Ways to Check for Free Play Gain

The following steps explain **2 ways** to check Free Play Gain. One way uses the rubber band Rekluse includes in the clutch kit, and one uses your hand. You can use either method to check Free Play Gain.

Rekluse recommends that you begin with the rubber band method first to check for Free Play Gain and then learn the hand method. The rubber band will help you learn how to recognize Free Play Gain until you are comfortable with the hand method. Learning to check Free Play Gain by hand effectively and comfortably can make it easy to check Free Play Gain every time you ride.

The Rubber Band Method

Use the rubber band method for the initial set up. It can also be used before each ride until you feel comfortable checking the Free Play Gain using the hand method.

⚠ WARNING

BEFORE YOU BEGIN, verify that the vehicle is in NEUTRAL before checking Free Play Gain. Failure to do so may result in the vehicle 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 clutch lever 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.

- a) Before you begin, place the vehicle in NEUTRAL, start the engine and let it warm up for 2-3 minutes to warm up the engine oil. The bike will idle down after the cold start procedure.

- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar grip.



- c) While holding the top end of the rubber band against the handlebar, stretch the band downward, then loop it through itself.



- d) Pull the band through the loop, and then attach it to the outside end of the clutch lever.



- e) While still in **NEUTRAL**, quickly rev the engine between 3,000-5,000 RPM (1/4 to 1/2 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.



Free Play Gain

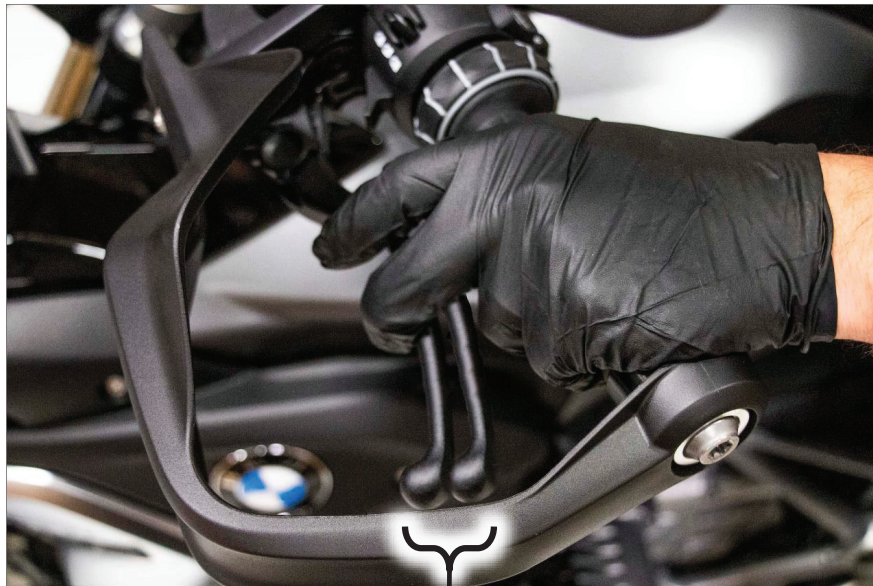
Note: *It is very important the motor returns to idle before revving the engine again or the lever may not react correctly, possibly leading to an incorrect adjustment.*

- f) When the vehicle returns to idle, rest your hand across the clutch lever. Rev the engine again to 3,000-5,000 RPM so you can observe the movement while feeling for Free Play Gain with your hand.

The Hand Method

Use the hand method to check Free Play Gain before the start of every ride and adjust as needed for optimum performance and longevity of your new clutch.

- a) Before you begin, place the vehicle in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to warm up the engine oil. The bike will idle down after the cold start procedure.
- b) With the bike at idle, use one finger to apply pressure at the end of the clutch lever.
- c) While still in **NEUTRAL**, continue to apply light pressure and quickly rev the engine between 3,000-5,000 RPM (1/4 to 1/2 throttle), then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.
- d) When the vehicle returns to idle, rev the engine between 3,000-5,000 RPM a second time to verify the Free Play Gain again.



Free Play
Gain

ADJUST THE INSTALLED GAP

After checking for Free Play Gain, you may need to adjust the installed gap. If Free Play Gain is optimal, continue to “Break In The New Clutch”. If Free Play Gain is not optimal, the installed gap needs to be adjusted.

The installed gap should be fine-tuned in small increments and then recheck Free Play Gain. Refer to the table below to set the proper installed gap based on your Free Play Gain.

Note: *If you are unable to obtain the correct Free Play Gain or you are nearly out of cable adjustment after performing the adjustment, your cable may be worn or stretched from wear or use. If this is the case, purchasing a new cable should provide the necessary performance.*

Adjust the Installed Gap



Symptom	Reason	Solution
<ul style="list-style-type: none"> • Too much Free Play Gain: Clutch lever moves in too far • Clutch has excessive drag or stalls • It is difficult to fully override the clutch with the lever 	<p>Installed gap is too small</p>	<p>Tighten the cable; increase the length of the in-line cable adjuster housing and/or the lever perch adjuster (extend the adjusters) until the correct amount of Free Play Gain is achieved.</p> <p>Recheck Free Play Gain.</p>
<ul style="list-style-type: none"> • Too little Free Play Gain: Clutch lever only moves slightly or does not move at all • Clutch slips • Vehicle seems to lose power 	<p>Installed gap is too large</p>	<p>Loosen the cable to reduce the length of the cable housing (collapse the adjusters) until the correct amount of free play gain is achieved.</p> <p>Recheck Free Play Gain.</p>

BREAK IN THE NEW CLUTCH

Once you install your new clutch, it is important to break it in. A series of roll-on starts are used to break in the clutch. Follow these procedures for breaking in your clutch and any time new friction disks, EXP bases, Teflon pads, or wedges are installed.


⚠ WARNING

Failure to follow the break-in procedure could cause motor oil delivery failure, which can result in motor failure, serious injury, or death.

Break-in Procedure	Number of times
1. Warm up the vehicle for 2-3 minutes. With the vehicle in NEUTRAL and your hand off of the clutch lever, rev the engine 10 times, being sure to let it return to idle between each rev cycle.	 A gear shift diagram with six positions: 1, N, 2, 3, 4, 5. The 'N' position is highlighted with a black background.
2. With the engine still running, pull in the clutch lever, then shift the vehicle into 1 st gear. Slowly release the clutch lever. The vehicle should stay running and in place or have a slight amount of forward creep.	 A gear shift diagram with six positions: 1, N, 2, 3, 4, 5. The '1' position is highlighted with a black background.
3. With the vehicle idling in first gear, slowly apply throttle to begin moving.	15 roll-on starts

<p>4. Without using the clutch lever, accelerate moderately to approximately 3,500 RPM to fully lock up the clutch, then come to a complete stop. Repeat 15 times.</p>	
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Note: *If the engine wants to stall or the creep is excessive, the idle may be too high or the installed gap may be too small. Make necessary adjustments before proceeding.*

<p>5. Place the vehicle in NEUTRAL and recheck Free Play Gain. Continue to adjust the installed gap until the clutch lever is 1/8"-1/4" (3 mm-6 mm).</p>	 <p>Recheck Free Play Gain and adjust the installed gap</p>
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Note: *Your clutch pack will expand with heat, so final adjustment to Free Play Gain should be made when the vehicle is warm. Remember not to ride without sufficient Free Play Gain.*

⚠ CAUTION

Do not perform 2nd and 3rd gear starts with this product. Always take off from a stop in 1st gear. Taking off in a higher gear can cause premature clutch wear and damage the product.

DO NOT DYNO TEST YOUR MOTORCYCLE BEFORE BREAK IN! Always break in the product before performing dyno testing. Adjustments are necessary for dyno testing. Contact Rekluse for dyno testing procedure.

SHIFTING AND OPERATION

- Always use proper gear selection for the speed and situation whether accelerating or slowing down.
- When accelerating from a stop start in 1st gear to prevent excessive slipping of the clutch. Starting in too tall a gear repeatedly will prematurely wear out the clutch resulting in failure.

MAINTENANCE

To keep your clutch performing at its best, perform regular maintenance on your clutch.

- Keep up with regular oil changes according to the manufacturer's recommendations. Clutch performance and longevity depend on oil quality. Tired, dirty, or worn oil may cause excessive clutch drag or noise.
- 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.
- Inspect all of your clutch parts for signs of wear or excessive heat, and replace components as necessary. This includes your basket sleeves. Clutch wear is dependent on the riders use.
- Measuring the friction disks for wear. This can help determine if the components need replacing.
 - Rekluse thin friction disk minimum allowable thickness = **0.068" (1.7 mm)**

- Replace friction disks if they measure below specifications or if the disks are glazed and/or burnt.
- Repeat the break-in procedure anytime you replace the frictions disks. Always soak friction disks in oil for at least 5 minutes before installing.
- Replace the drive plates if they show signs of excessive heat.

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 on 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

TROUBLESHOOTING

Clutch Drag:

- *Cold Drag Only* – Cold drag is normal. The clutch will usually have some amount of drag before the oil warms to operating temperature. Be sure to warm up the vehicle before riding.
- *Hot and Cold Drag* – Change oil. Check for warped or non-flat drive plates in the clutch pack.

BUMP-STARTING INSTRUCTIONS

If your motorcycle needs to be bump-started due to a dead battery or any other reason, follow the steps below to quickly bump start your vehicle.

1. Collapse perch adjuster first and inline adjuster if needed to allow slack in the cable.
2. Bump start the motorcycle. The clutch will function like a manual clutch at this point, but the clutch will not be fully over-ridable at high RPMs.
3. Once the motorcycle is started, readjust the cable to set the install gap.

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.

Technical Support 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.

Customer Service hours:

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

Mountain Time zone

Email: customerservice@rekluse.com



RIDER'S GUIDE

How to get the most out of your new clutch

LET'S RIDE

This guide is to help get the best experience riding with your new Rekluse RadiusX centrifugal auto clutch.

It doesn't matter if you, a mechanic, or a dealer installed your new clutch, take a moment to read this Rider's Guide. It will help you understand some important points about how to shift with the new clutch, how the auto clutch functions, some important safety information, and how to check Free Play Gain.

What it does

The Rekluse auto clutch is designed to eliminate the need for clutching when starting and stopping. The auto clutch provides smooth acceleration without loss of power. It also prevents stalling when riding at slower speeds or maneuvering through traffic. You retain full control of shifting and can continue to use the clutch lever if you like.

What it doesn't do

The Rekluse auto clutch is not an automatic transmission. You still need to shift to maintain the proper gear selection when accelerating, cruising, and decelerating.

Items to Note

- Thoroughly read and understand the **Safety Information** before operating any vehicle with this product.
- Videos related to this product can be viewed online at <https://rekluse.com/support/videos>.
- **Do not "rev" the throttle while in gear and not moving.** Revving the engine without the clutch lever pulled in will lurch the bike forward or move it unexpectedly.
- Check your Free Play Gain before the 1st ride of the day. Instructions for checking Free Play Gain are included in the guide.
 - If Free Play Gain is not correct, adjust the installed gap and recheck Free Play Gain before continuing. Continuing to ride when the clutch is not adjusted properly may cause damage to the clutch.
 - If Free Play Gain cannot be corrected (too much or too little), stop riding the bike until the issue can be resolved.

GETTING STARTED

There are a few basic steps you need to know when shifting with your new auto clutch. Learning these steps will keep your ride smooth and prevent damage to the clutch.

- Always start your bike in **Neutral** and let the engine warm up. If the bike is cold, there may be clutch drag. Clutch the bike manually until it is warm.

- **Always shift your bike from Neutral to 1st gear with the clutch lever pulled in.**
- To move or start, let the clutch lever out and slowly roll on the throttle.
- Upshift gears as you normally would, using the clutch lever as you shift.
- Your Rekluse auto clutch engages during normal riding from idle to 4,500 RPM. See section 3 below for suggestions regarding optimal RPM for riding conditions.

SHIFTING

1. Upshifting:

- For normal riding situations, upshift as you normally would.

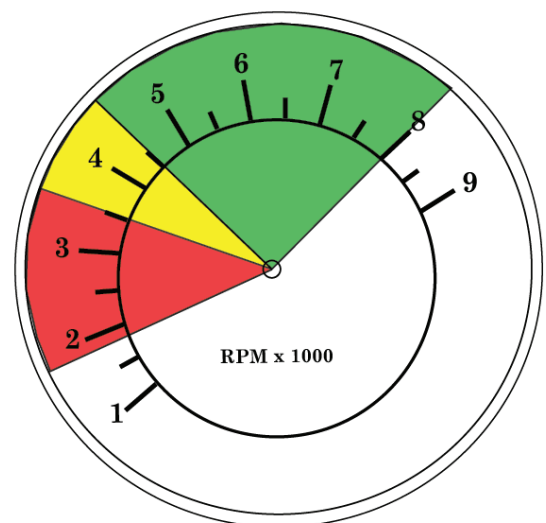
2. Downshifting:

- For normal riding situations—including slowing down from a tall gear—**downshift as you normally would.** Downshift if the engine is jerking or “lugging.”
- Downshift one gear at a time and allow the engine braking to engage like normal.
- When downshifting, apply a small amount of throttle then slowly release the clutch lever to reactivate the clutch.
- If you are traveling at a high rate of speed in a tall gear, you **MUST** apply a small amount of throttle to reactivate the clutch. If you pull the clutch lever in or allow the RPM to drop to idle without reactivating the clutch, free-wheeling occurs.
- Do not ride in a gear higher than you need. Adjust your gear selection to match your ground speed, engine RPM, and terrain.
- When you slow down to stop, you do not need to touch or modulate the lever. The EXP disk will release the clutch automatically when the RPM drops below the engagement point.
- **Once you are stopped, shift into 1st gear using your clutch lever before accelerating again.**

3. Maintaining proper RPM for best performance :

Shift points will vary by bike and your riding style. However, these are some general guidelines to help you get the most out of your clutch and reduce slipping.

- Red Zone: This zone is from idle to around 3,500 RPM. This is a caution zone where the clutch is in a transitional state. Cruising below 3,500 RPM should only be done in 1st gear or below ¼ throttle. Cruising in a tall gear without downshifting is hard on your clutch as well as your engine.
- Yellow Zone: This zone is from about 3,500-4,500 RPM. This is a healthy zone for easy trail riding and cruising situations. It is acceptable to cruise in this range unless you are carrying a heavy load, riding uphill, riding into the wind, or riding well above 1/3-1/2 throttle.
- Green Zone: For best clutch performance and longevity, it is best if most riding is done above



4,500 RPM. The clutch is fully clamped at this point. Any technical trail riding or ascending a grade should be done in this range. Upshift and downshift as you normally would using the clutch lever.

PARKING WITH YOUR AUTO CLUTCH

Your kit includes 2 Velcro-type straps to be used to secure both the clutch lever and front brake lever when the bike is parked.

To keep your bike from rolling away without you, use the 2 Velcro lever safety straps every time you park or leave your bike. Using these straps will reduce your risk of injury and/or damage. Refer to the Safety Information sheet for more information.

1. Pull the brake lever tight against the right grip.
2. Wrap the Velcro safety strap around the front brake lever and grip, pull it tight, then fasten it to use as a parking brake.
3. Wrap the other strap around the clutch lever and the grip in the same way to prevent unwanted launching.

LONG LIVE YOUR CLUTCH

In order to keep your clutch functioning properly and prevent damage, you need to check your Free Play Gain before the 1st ride of the day.

Don't know how to check your Free Play Gain?

- **Watch the video:**
<https://rekluse.com/support/videos>
- **Read about it:**
Read the following instructions in this guide and/or the Information Guide that came with your kit.

⚠ WARNING

BEFORE YOU BEGIN, verify 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.

CHECK FREE PLAY GAIN

Optimal Free Play Gain yields **1/4 - 3/8" (6 mm - 9 mm)** of clutch lever movement, measured at the end of the lever. This measurement at the lever correlates to achieving the ideal installed gap.

- a) Before you begin checking Free Play Gain, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm the engine oil.
- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar grip.
- c) While holding the top end of the rubber band against the handlebar, stretch the band downward, then loop it through itself.

- d) Pull the band through the loop, then attach it to the outside end of the clutch lever. This will take up the initial free play (slack) and put the lever in a position to detect the Free Play Gain.



- e) While still in **NEUTRAL**, quickly rev the engine to about 5,000 RPM, then let it return to idle. Notice the movement in the clutch lever when the engine is revved. This is your Free Play Gain.

Note: It is very important the motor returns to idle before revving the engine again or Free Play Gain will not be correct.



When the bike returns to idle, rest your hand across the clutch lever. Rev the engine again to 3,000-5,000 RPM so you can observe the movement while feeling for Free Play Gain with your hand.

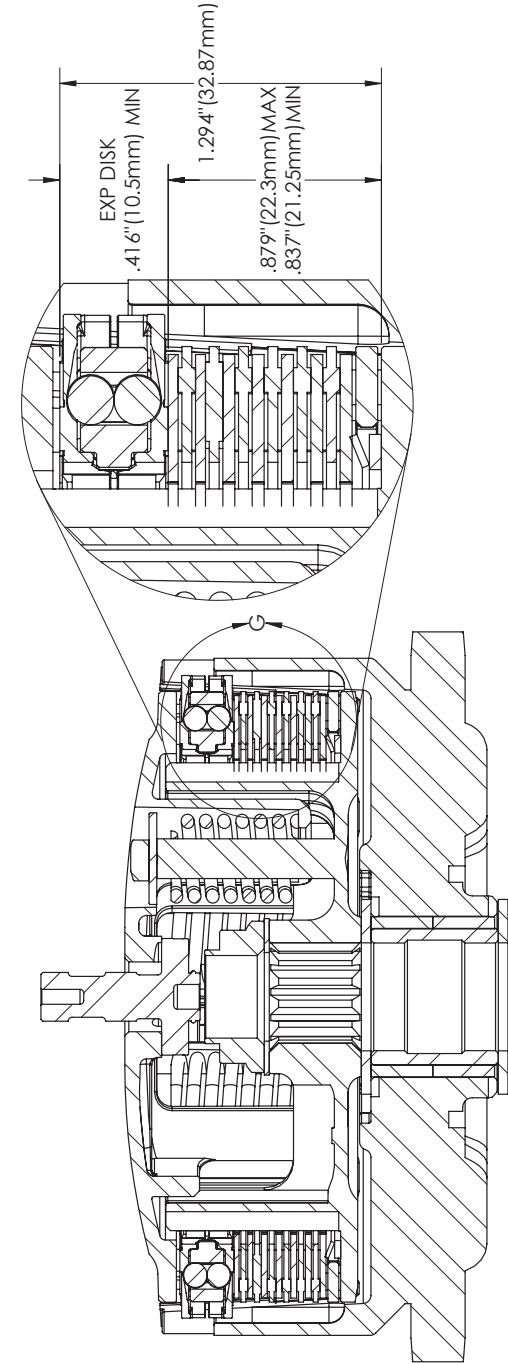
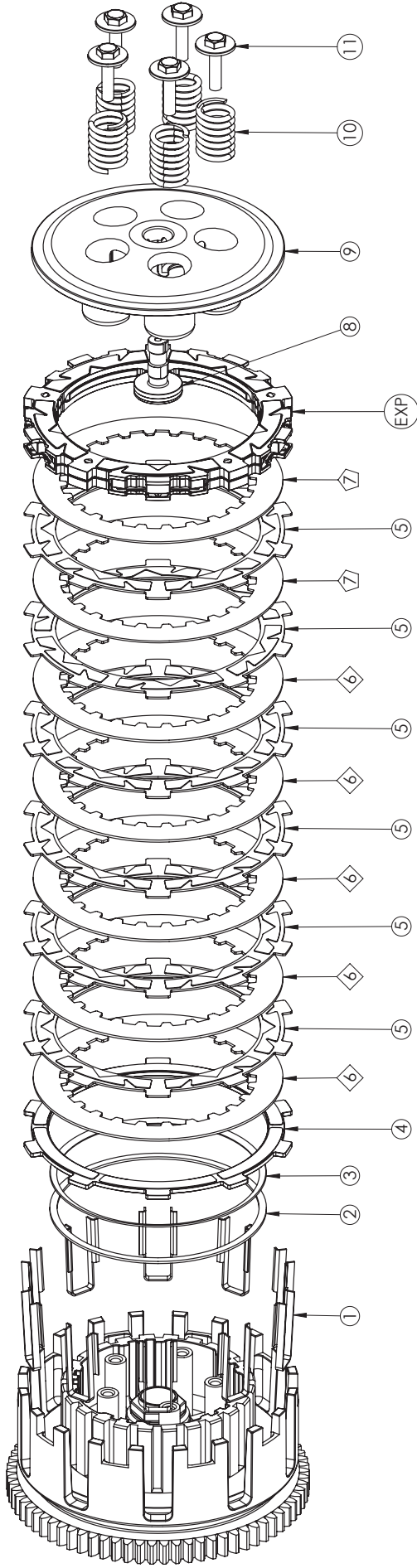
- f) If your Free Play Gain is correct, then enjoy the ride. If you have too little or too much Free Play Gain, adjust the installed gap and recheck Free Play Gain. Instructions for adjusting the gap are found in the Information Guide that came with your kit or on our website.

NEED ADDITIONAL HELP?

Visit our website at www.rekluse.com/support or call us at (208) 426-0659.



SETUP SHEET 198-6309002



ITEM NUMBER	DESCRIPTION	QTY
1	BASKET SLEEVES	12
2	OE JUDDER SEAT	1
3	OE JUDDER SPRING	1
4	.118"(3mm) JUDDER FRICTION	1
5	.070"(1.78mm) FRICTION DISK	6
6	.048"(1.2mm) STEEL PLATE	5
7	.040"(1mm) STEEL PLATE	2
8	OE THROWOUT	1
9	OE PRESSURE PLATE	1
10	REKLUSE SPRINGS	5
11	OE PRESSURE PLATE BOLTS	5
EXP	REKLUSE EXP DISK	1