



REKLUSE MOTOR SPORTS

The Rekluse EXP Kit for KTM 1050, 1190, 1290 LC8

INSTALLATION & USER'S GUIDE

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OVERVIEW

For Model-Year 2016 bike owners only: Refer to the [Slave Cylinder Appendix](#) document before installing the Rekluse-provided slave cylinder on your bike. It may be necessary to change the seals.

- This kit replaces the OEM clutch pack with a Rekluse-designed clutch pack intended for optimal operation specific to your bike.
- The entire OEM clutch pack will be replaced with Rekluse friction disks and drive plates, with the judder spring and its spring seat being the only two OEM clutch pack components retained.

INSIDE THIS DOCUMENT

- PREP & DISASSEMBLY
- CLUTCH INSTALLATION
- SETTING THE INSTALLED GAP & BREAK-IN
- TROUBLESHOOTING
- EXP TUNING OPTIONS & ENGAGEMENT SETTINGS
- MAINTENANCE



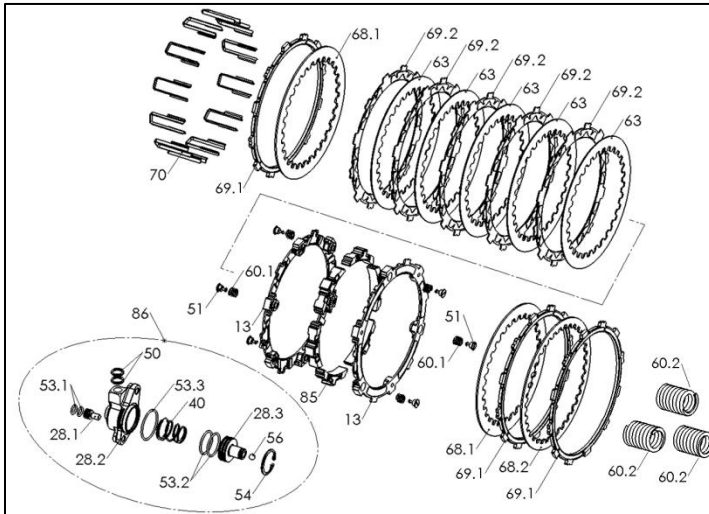
INSTALLATION TIPS

- Watch related videos by following this QR code or visiting rekluse.com/videos.
- Read this entire document before performing any steps, so you will know what to expect.
- Be sure to wear proper eye protection.
- Leaning the bike allows for easy clutch access and eliminates the need to drain oil.
- 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.
- When reinstalling components, use the torque specifications found in your OEM service manual.

TOOLS NEEDED

- Metric socket set
- 4mm Allen key
- Torque wrench (in-lb & ft-lb, or N-m)
- Metric open-end wrench set

INCLUDED PARTS

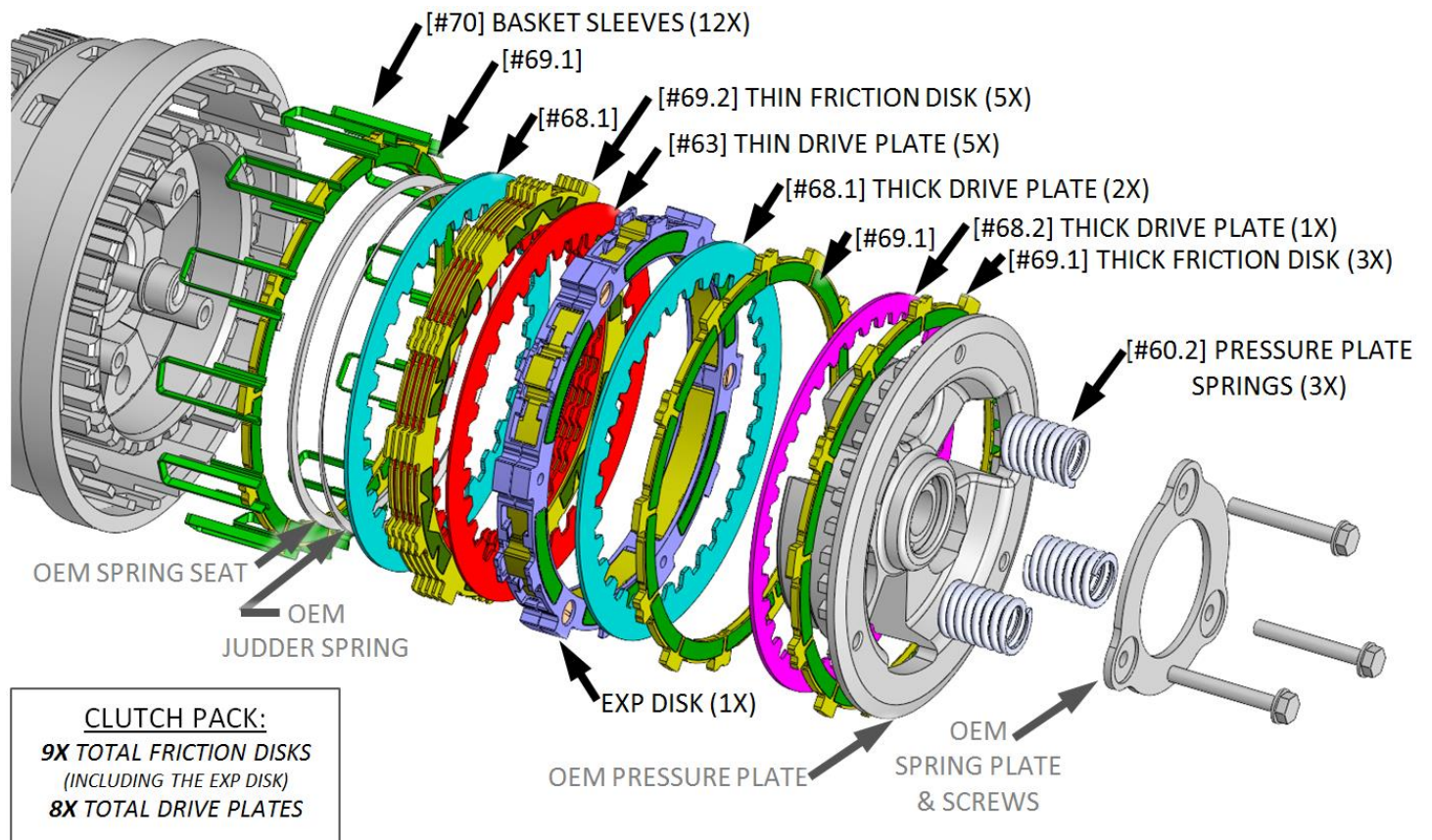


Item	Item Type	Qty
13	EXP Base *	2
51	Fastener - 1/4-Turn Pin *	6
60.1	EXP Adjustment Spring * (see EXP tuning options)	6
60.2	Pressure Plate Spring – Heavy (purple)	3
63	Thin Drive Plate – indexes to the hub	5
68.1	Thick Drive Plate – indexes to the hub	2
68.2	Thick Drive Plate – indexes to the pressure plate	1
69.1	Thick Friction Disk	3
69.2	TorqDrive™ Thin Friction Disk	5
70	Basket Lining Sleeve	12
85	Wedge Assembly *	6
86	Slave Cylinder Assembly	1

* Denotes parts assembled into the EXP disk assembly.

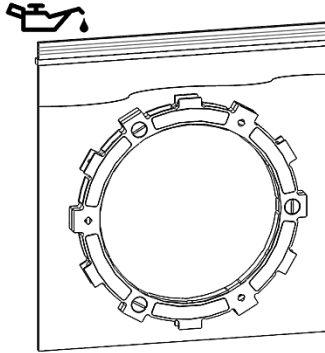
Visit Rekluse.com/support for a full parts fiche illustration and a listing of all part numbers specific to your product.

CLUTCH ASSEMBLY OVERVIEW



PREP & DISASSEMBLY

1. Soak the EXP disk **and** Rekluse friction disks in engine oil for at least 5 minutes.



2. To avoid draining the oil, you can either:
 - a. Using the regular kickstand, block the rear tire up a few inches to increase the bike's lean angle.



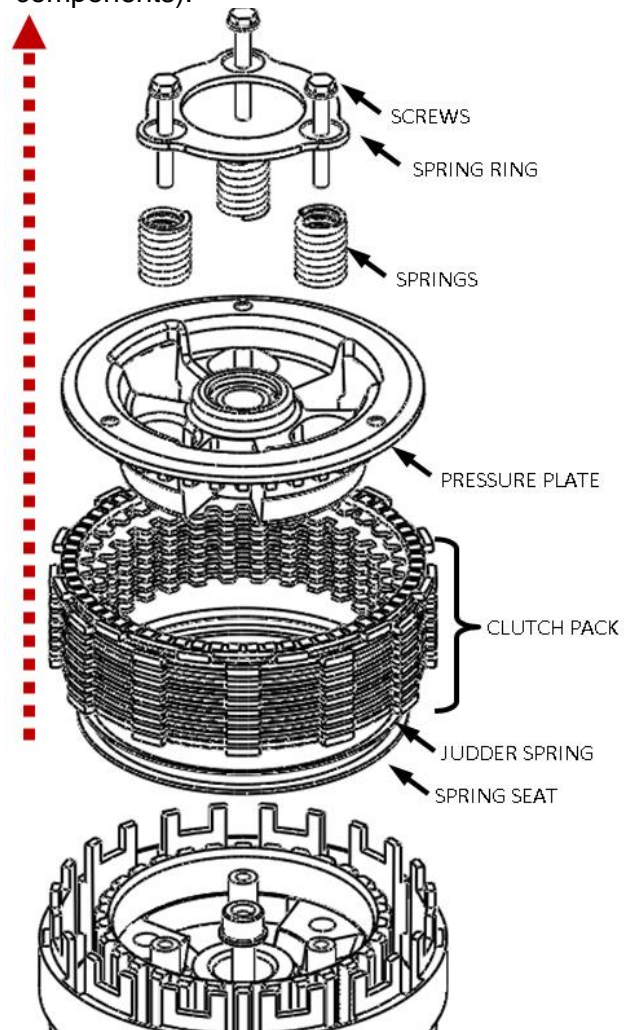
- b. Lean the motorcycle against something sturdy on its left side.

Alternatively, you can stand the bike vertically on its center stand and drain the oil.

3. Remove the clutch cover bolts and clutch cover.



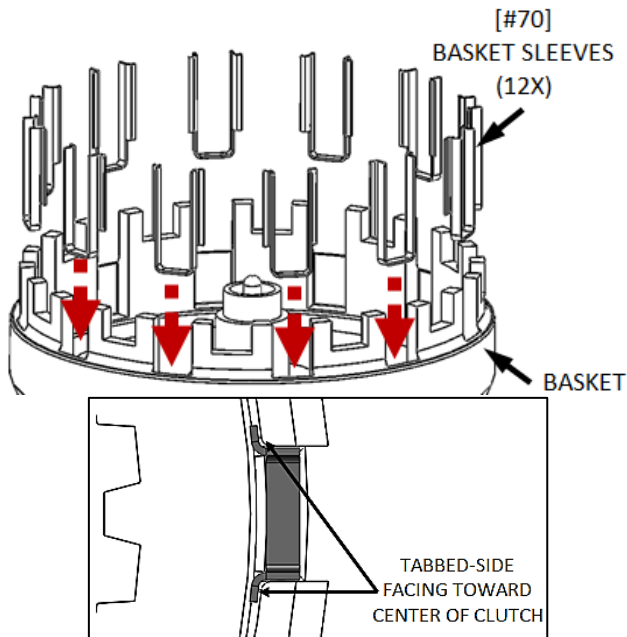
4. Remove the parts named in the following diagram, including the **entire** OEM clutch pack (all clutch plates and the 2 judder spring components).



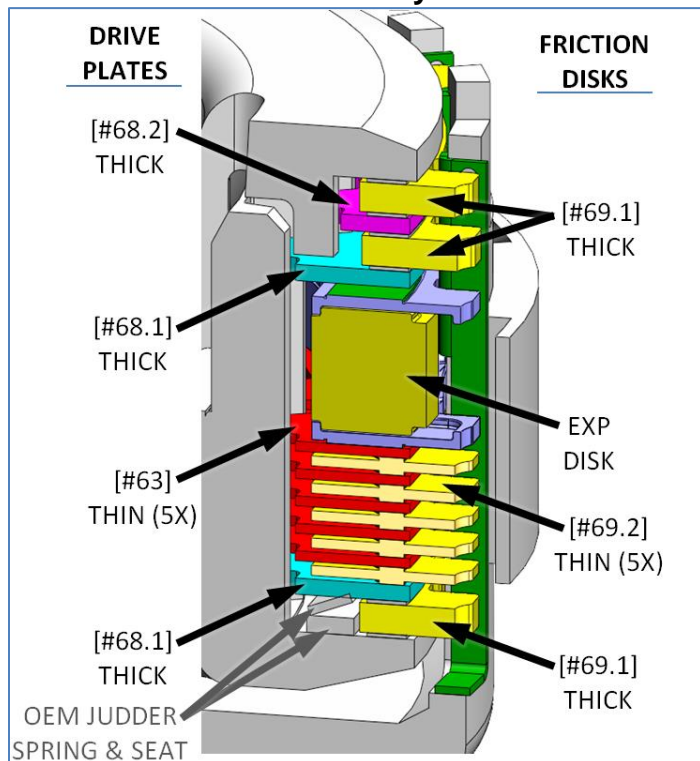
NOTE: It is optional to leave the judder spring and spring seat inside the clutch, as you will be reinstalling them exactly as they were removed. We point them out so that you are aware of their presence and location, and so they are not accidentally left out or misplaced. These parts function to reduce clutch noise.

CLUTCH INSTALLATION

1. Install the 12x Basket Sleeves [#70] into the deep tang slots of the basket, pushing them down in until they contact the bottom of the baskets slots.

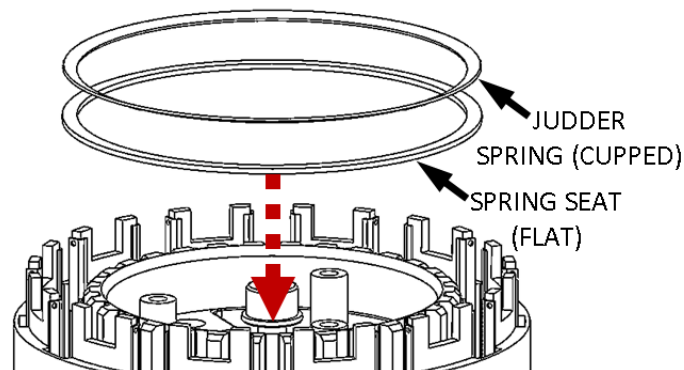


Clutch Pack Cutaway Overview

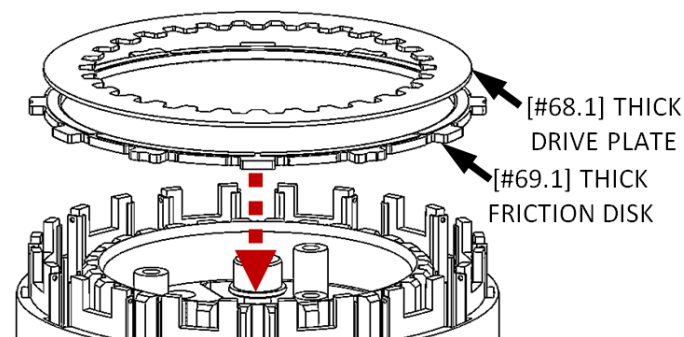


2. Clutch Pack Installation:

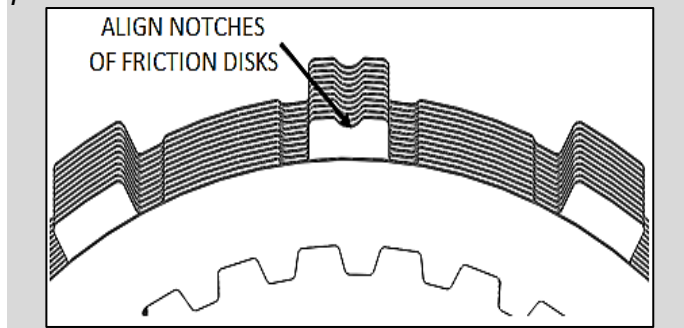
- a. First, reinstall the OEM spring seat followed by the OEM judder spring, replacing them in the same manner in which they were stock (judder spring: cupped side facing out).



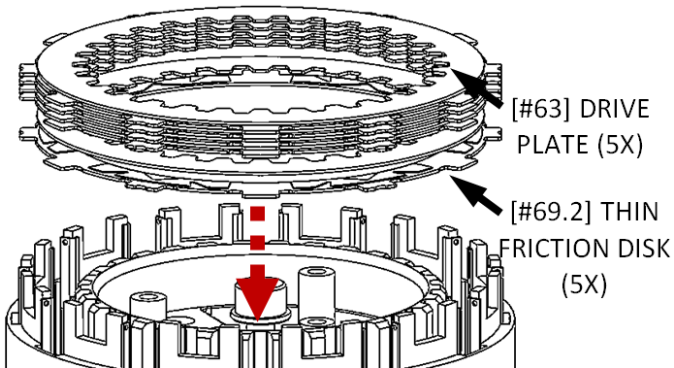
- b. Install one of the three supplied Rekluse thick friction disks, [#69.2], followed by a thick drive plate [#68.1].



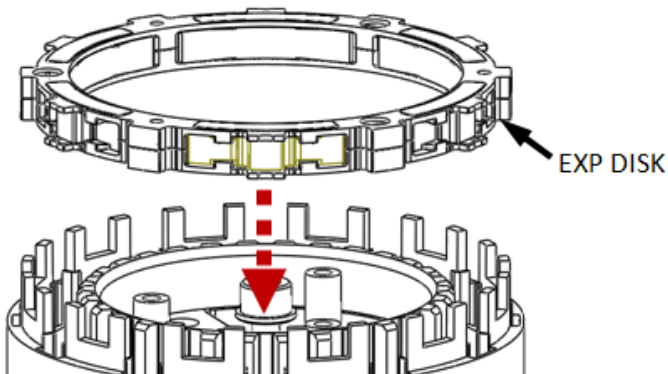
NOTE: When installing the clutch pack, be sure to align the notched tabs of all the friction disks. *Correct alignment is critical for optimal performance.*



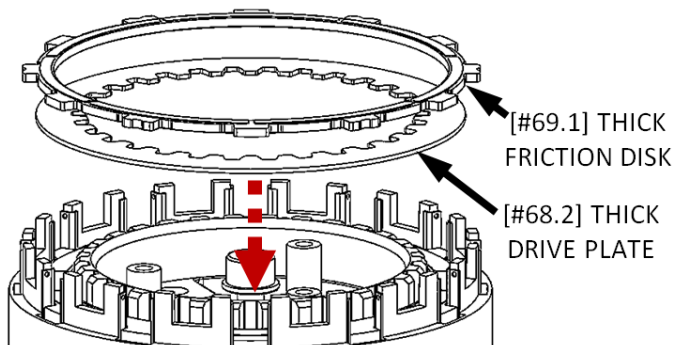
- c. Starting with a friction disk, install the 5x Rekluse thin friction disks [#69.1] and the 5x Rekluse thin drive plates [#63] in an alternating pattern.



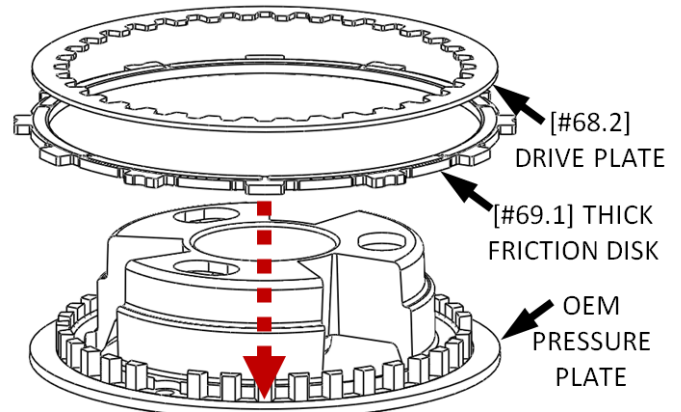
- d. Next, install the EXP disk on top of the last (5th) thin drive plate. This disk is symmetrical and can be installed with either side facing out. However, the tab notches must align with the tab notches on rest of the friction disks.



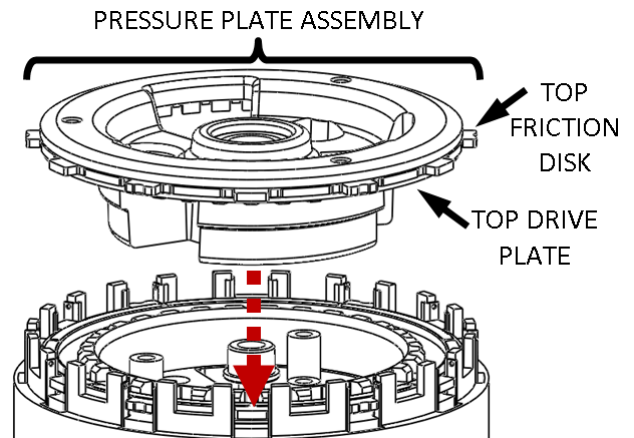
- e. On top of the EXP disk, install the 2nd thick drive plate [#68.1] followed by the 2nd thick friction disk [#69.2].



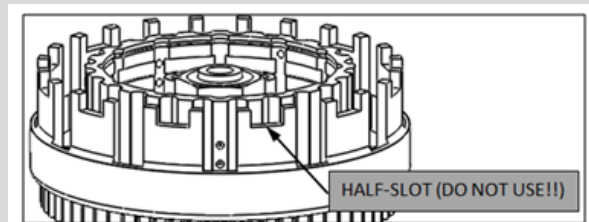
- f. With the pressure plate flipped upside down on a workbench, first place the last Rekluse thick friction disk [#69.2] followed by the large-diameter Rekluse thick drive plate [#68.2], indexing its teeth to the teeth of the pressure plate.



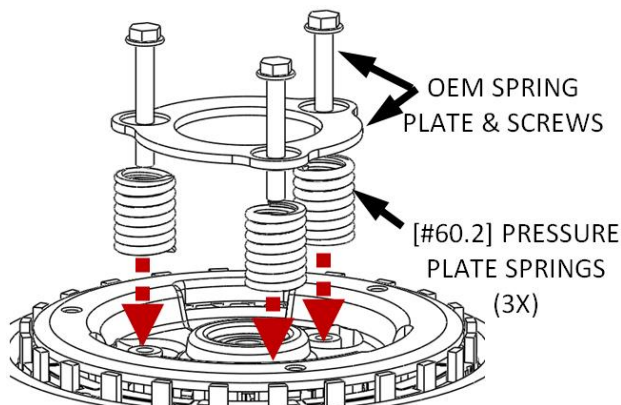
- g. Install this new pressure plate assembly, taking care to align the tab notches on the top friction disk with tabs on all the rest of the previously installed friction disks.



NOTE: Index the friction disk tabs only into the full basket tang slots. Never install any disks into the half-slots.



3. Install the Rekluse pressure plate springs [#60.2] with the stock spring plate and screws.



NOTE: The Rekluse pressure plate springs are stiffer than the stock springs, which will offer more clutch torque capacity and better performance. Due to the fact that the EXP clutch pack has one fewer friction disk than the OEM clutch pack, the springs help to compensate by increasing the clamping force.

4. Reinstall the clutch cover and torque the bolts to OEM spec.

SLAVE CYLINDER INSTALLATION

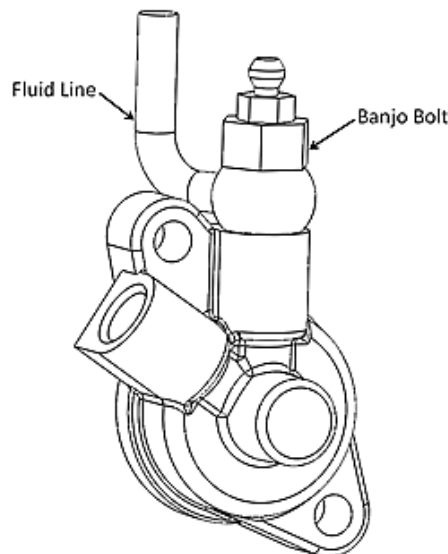
Handle with care! During assembly there is a small ball bearing [#56] installed in the slave piston [#28.3] with a small amount of grease. When installing the Rekluse slave cylinder, make sure the ball does not fall out.

NOTE: When compressing the piston, fluid can shoot out from the slave cylinder port. Always be sure to wear eye protection.

1. Stand the bike up and lean it on its kickstand or place it on a suitable bike stand.



2. Using a 13mm wrench, remove the banjo bolt from the OEM slave cylinder. Be ready to catch the fluid that drains out of the line. Next, remove the OEM slave cylinder from the engine and set it aside.



IMPORTANT CLUTCH FLUID NOTE:

For MY2016 bike owners only:

Refer to the *Slave Cylinder Appendix* document before installing the Rekluse-provided slave cylinder on your bike. It may be necessary to change the fluid seals in the cylinder housing and piston.

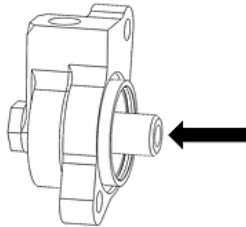
For all other model-years:

Read the fluid information located on the reservoir cap of your bike's clutch master cylinder. This will inform you of which clutch fluid to use in the following steps, either mineral oil or DOT brake fluid.

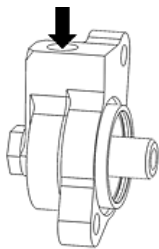


3. On a workbench (away from the engine), bleed the Rekluse slave cylinder by this procedure:

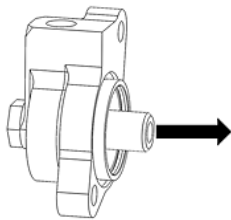
a. Using your thumbs, compress the slave cylinder piston until it bottoms out and hold it there.



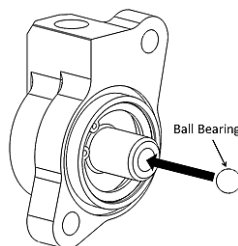
b. While holding the slave cylinder piston, pour the appropriate clutch fluid into the slave cylinder port until it is full.



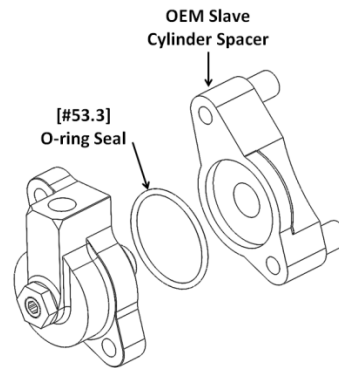
c. Release the piston and allow it to pull the fluid into the slave cylinder. Repeat this process until the slave cylinder remains full when the piston is released.



a. There is a ball bearing installed in the slave piston with a small amount of grease. Confirm that this ball bearing [#56] is still inside the piston, and has not fallen out during shipping.

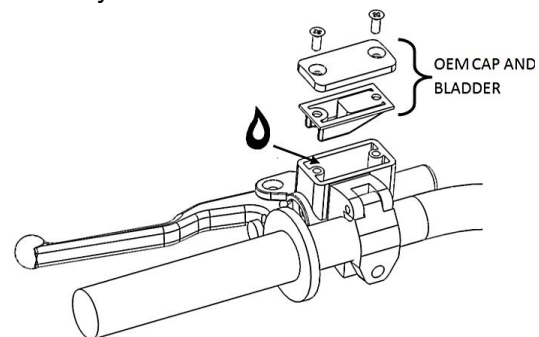


4. Install the Rekluse Slave Cylinder using the OEM bolts and the provided large O-ring [#53.3] between it and the OEM plastic spacer.



5. Re-install the OEM banjo bolt into the Rekluse Slave Cylinder using the provided crush washers [#50].

6. Remove the cap and bladder from the clutch master cylinder.



7. Fill the provided syringe with clutch fluid.

8. Attach the syringe hose to the bleed port on top of the slave cylinder banjo bolt.

9. Using an 8mm wrench, open the bleed port and back-fill the system using the syringe until the master cylinder reservoir is full. Then, tighten the bleed port.

NOTE: Make sure there are no air bubbles in the clear hose of the bleeder syringe before back-filling the system.

10. Check that the clutch lever functions properly. If not, repeat the back-bleeding steps after removing any excess clutch fluid from the master cylinder.

11. Finally, remove the bleed tube and clean the area of spilled fluid. Replace the dust boot over the bleed port.

INSTALLED GAP SETTING

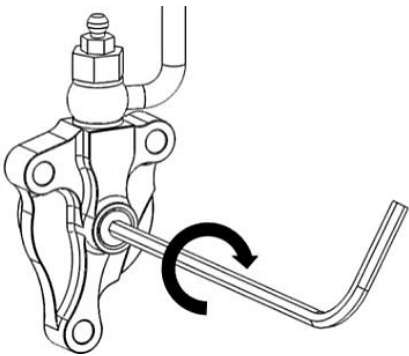
DEFINITION: the “Installed Gap” is the separation in the clutch pack created by the adjustment of the Adjuster Screw in the Slave Cylinder. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement; it must be set correctly for optimal performance.

NOTICE

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

1. Using the long end of a 4mm Allen key, turn the adjuster screw clockwise until it stops under moderate pressure. You are trying to feel for the point at which the screw bottoms on the slave piston and the throwout will start to lift the pressure plate. This is the “starting point”.

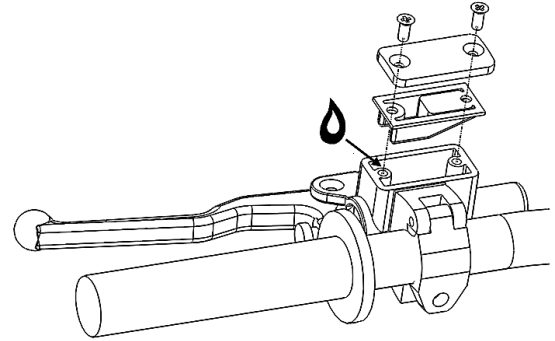
NOTE: It may take a few tries to find the point at which the system is bottomed out. You should feel a distinguishable change in turning effort at this point.



2. Once you have found the starting point, turn the adjuster clockwise 1 full turn. **This is NOT your final setting**, but it is a good reference point for using free play gain to find the final, correct Installed Gap setting.

3. Pursue the steps in the following section: “Checking Free Play Gain” to achieve the desired adjuster-screw setting.

When finished, top off the master cylinder with clutch fluid and reinstall the OEM cap.



CLUTCH LEVER STICKER

1. Install the provided warning label on the clutch lever so that the writing is visible to the rider as shown.



CHECKING FREE PLAY GAIN

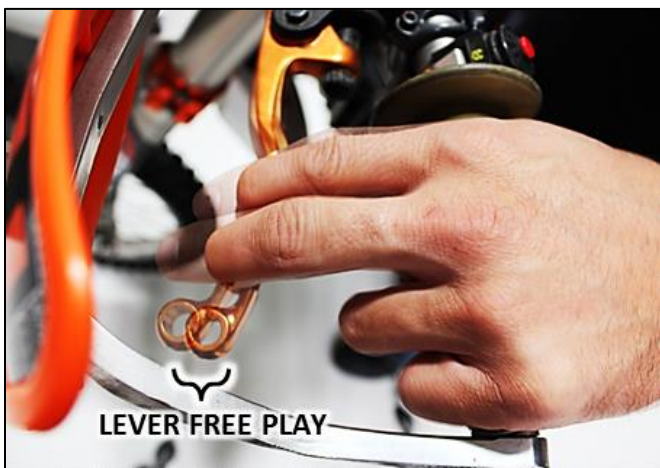
WARNING

Always make sure 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.

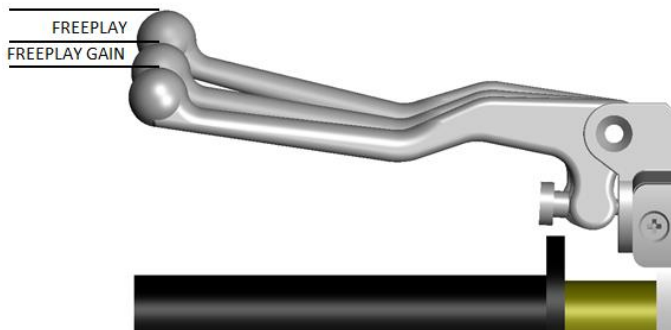
NOTE: Before performing this step, please visit our website at rekluse.com/support to view the TECH VIDEO entitled “How to Check Free Play Gain”.



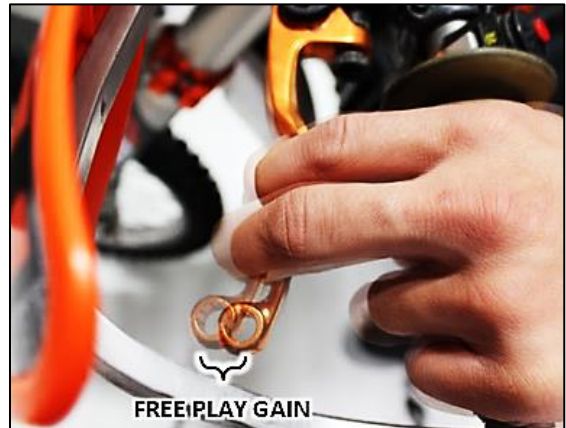
“**Lever Free Play**” is essentially the “slack” in the clutch lever before it starts actuating the clutch. Applying a light finger pressure will take up this slack.



“**Free Play Gain**” is the increase of lever free play as the auto-clutch engages. This happens when the RPM increase from idle through around 5000 RPM. Free Play Gain is caused by the expansion of the EXP disk which lifts the pressure plate away from the throwout assembly.



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



The following steps explain two ways to check Free Play Gain. One will use the rubber band that has been included in the clutch kit and one explains using your hand, which you will perform before every ride.

Place the bike in neutral, start the engine and let it warm up for 2-3 minutes.

NOTICE

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

WARNING

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 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.

Rubber Band Method:

It is recommended that you use this method first to find your Free Play Gain so you can see what it is. Then, check it by hand as well so that you can effectively and comfortably check free play gain every time you ride.

Wrap the included rubber band around the outer end of the handlebar grip and attach it to the ball end of the clutch lever.

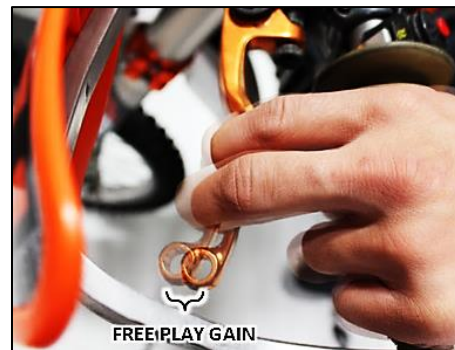


With the bike at idle in neutral, quickly blip (rev) the engine to at least 5,000 RPM and let it return to idle. **The clutch lever should move in about 1/4" (6mm) toward the handlebar as you rev the engine.**

Note: If you are not getting the correct lever movement, see the "Free Play Gain Troubleshooting Guide" on the next page.

Hand Method:

Free play gain should also be checked using your hand, as you will check it by hand before every ride. With the bike at idle, apply enough pressure to the lever to take up the initial freeplay (slack) shown in the photos on the previous page. While continuing to apply light pressure, rev the engine to at least 5,000 RPM. **The clutch lever should move in 1/4" (6mm) under your finger pressure as you rev the engine and the auto-clutch engages.**



FREE PLAY GAIN TROUBLESHOOTING

Each adjustment should be done in small increments - one tick mark at a time. After each adjustment, repeat the rev-cycle until optimal free play gain is achieved.

Symptom:

- Clutch lever moves in too far (too much free play gain)
- Clutch has excessive drag
- It is difficult to fully override the clutch with the lever

Answer: Installed Gap is too small

Solution: Turn the Adjuster Screw inwardly (clockwise) to increase the Installed Gap.

Symptom:

- Clutch lever does not move enough or does not move at all (too little free play gain)
- Clutch is slipping

Answer: Installed Gap is too large

Solution: Turn the Adjuster Screw outwardly (counter-clockwise) to reduce the Installed Gap. It may be helpful to re-find the starting point.

BREAK – IN

Follow these procedures for a new installation and any time new friction disks or EXP bases or wedges are installed.

1. Rev cycles: Warm up the bike for 2-3 minutes. With the bike 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.
2. With the engine running, pull in the clutch lever and click the bike into gear. Slowly release the clutch lever. The bike should stay in place, perhaps with a slight amount of forward creep.
3. Now that the bike is idling in first gear, slowly apply throttle to begin moving. To break in the clutch components, perform the following roll-on starts in 1st and 2nd gear without using the clutch lever: In 1st gear, accelerate moderately to approximately 5,000 RPMs and come to a stop—repeat this 5 times. Next, starting in 2nd gear, accelerate moderately to approximately 5,000 RPMs then come to a stop—repeat this 5 times.
4. Now that the EXP is broken-in and the clutch is warm, re-check free play gain at your clutch lever and adjust if necessary. Your clutch pack will expand with heat, so final adjustments should be made when the bike is warm. Now you are ready to ride!

WARNING: DO NOT RIDE WITHOUT SUFFICIENT FREE PLAY GAIN!

Checking free play gain is easy and takes less than a minute to perform. For optimum performance and longevity, check free play gain when the bike is warm at the start of every ride.

CLUTCH NOISE & DRAG

Although it is harmless, some bike models may have “squeal” or “chatter” coming from the clutch at low RPM as it engages. Clutch squeal is caused by the clutch components vibrating as the clutch engages and can become more audible as the clutch gets hot. For bike models that tend to have clutch squeal or chatter here are some recommendations to reduce or eliminate it:

- **Oil:**
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.
- **Installed Gap:**
Adjusting the Installed Gap will NOT affect clutch squeal or chatter
- **Drag:**
Now that your clutch has more friction surfaces, the clutch may drag more than stock and possibly may drag more noticeably when cold. If this occurs, warm the bike up by allowing it to idle for a few minutes before riding. If drag persists and your installed gap is correct, inspect your clutch plates.
- **EXP Spring Setting:**
If your oil is warm and the clutch plates configuration is in spec, yet your bike wants to drag, pulse, or chatter during idle or takeoff, it may be necessary to tune the EXP springs for a higher-RPM clutch engagement. See the “EXP Tuning Options” section on the following pages for instructions.

LEVER SAFETY STRAPS

This kit includes 2 Velcro-type straps to be used to secure both the clutch and front brake levers when the bike is parked. These are intended to reduce the risk of injury or damage that may occur from the bike rolling or launching unexpectedly with or without a rider on it. Use the straps to pull both levers as tight to the bar as possible as shown in the photos every time you park or leave the motorcycle. Refer to the Safety Information document for more information.

Brake Lever Strap: for use as a parking brake.



Clutch Lever Strap: to prevent launching.



WARNING

Rekluse auto-clutch-equipped motorcycles may roll back or move suddenly and unexpectedly and cause riders to lose control.

An auto-clutch-equipped motorcycle will move in gear with the engine off because the clutch is only engaged when engine RPM is greater than the engagement threshold of the auto-clutch. Engine compression will not prevent motorcycles from moving while in gear.

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.

To avoid death, serious injury, and/or property damage:

- Use the included brake lever strap to secure the front brake lever to the handlebar as a parking brake.
- Use the included clutch lever strap when the motorcycle is parked to secure the clutch lever to the handle bar, thereby completely disengaging the clutch.

EXP TUNING OPTIONS

Included are spring options to tune the engagement RPM of the EXP friction disk. The EXP friction disk comes set with the recommended “**Medium**” setting from Rekluse. See the following chart for settings.

NOTE: The engine idle settings and fuel mapping will differ between models. This may necessitate altering the spring setting in the EXP disk to determine the best clutch function.

1050 / 1190 / 1290 Adventure Models

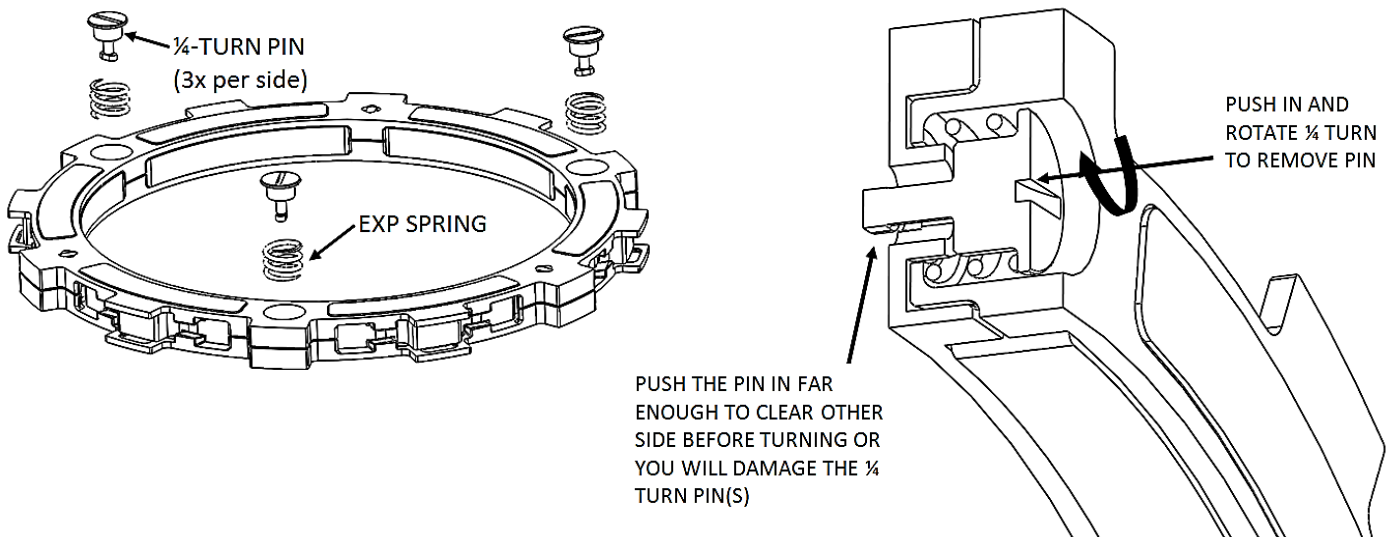
ENGAGEMENT SETTING	SPRING CONFIGURATION
Low	3 Gold & 3 Green Springs
Medium (the EXP is pre-assembled with this setting)	6 Green Springs
High	3 Green & 3 White Springs
Very High	6 White Springs (for very high-idling bikes)

1290 Duke Models

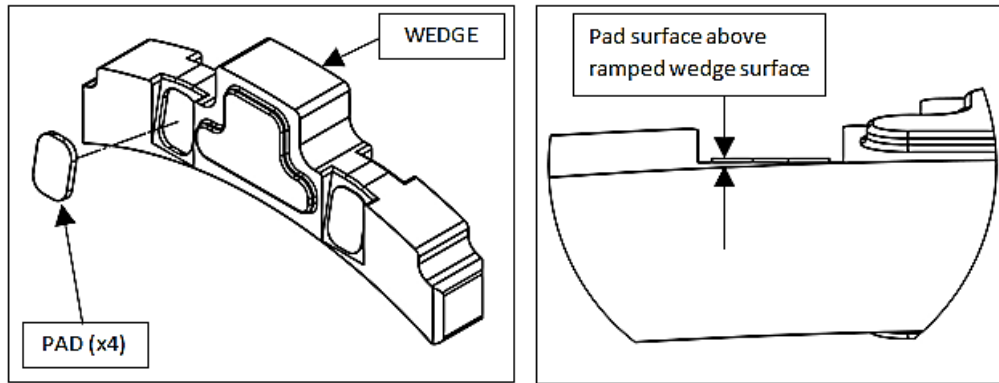
ENGAGEMENT SETTING	SPRING CONFIGURATION
Low (the EXP is pre-assembled with this setting)	6 Green Springs
Medium (recommended setting)	3 Green & 3 White Springs
High (for use with high idle / tuner)	6 White Springs

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.

It is **NOT necessary** to disassemble the EXP halves to change springs! To change springs, remove 3 of the ¼-turn pins from one side of the EXP, replace springs, and re-install ¼-turn pins. Next, flip the EXP disk over and repeat on the other side if necessary. To maintain even pressure when using two different color spring sets, install one color set of 3 on one side of the EXP and the remaining color set of 3 on the other side.

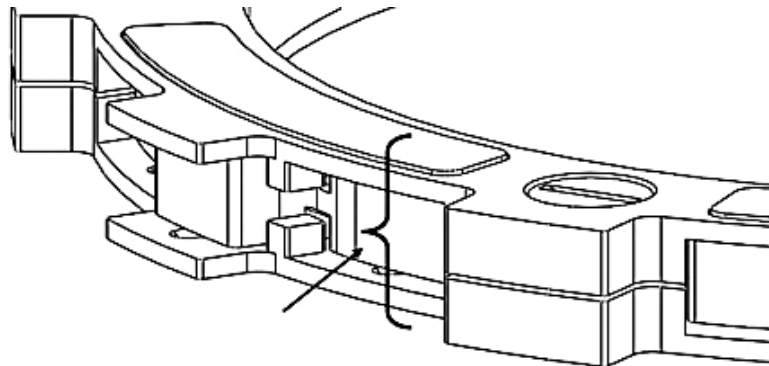


CAUTION: If you disassemble the EXP, bearing pads may fall out or be stuck to the ramp surfaces of the EXP bases. Take care to ensure all pads are correctly placed into wedge pockets using gentle pressure to avoid damage to the pad surfaces before reassembling the EXP. Properly seated pads will be secured in place once the EXP is reassembled. Operating the clutch without the pads in place will cause part damage or failure.



MAINTENANCE

- Maintain adequate free play gain, checking before every ride and adjusting if necessary.
- 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 at regular engine service intervals for signs of wear or excessive heat, and replace components as necessary.



- If you find yourself making frequent slave cylinder adjustments to fix free play gain, drag, or performance, it is likely time to replace worn clutch disks. Measure your friction disks and replace as necessary.
 - o Rekluse thin friction disk minimum allowable thickness = **0.067" (1.70mm)**
 - o Rekluse thick friction disk minimum allowable thickness = **0.147" (3.48mm)**
 - o EXP disk minimum allowable thickness = **0.590" (14.99mm)**
- Excessive heat or clutch slip can cause premature clutch failure. Once extreme temperatures are reached, irreversible damage will occur. Inspect your clutch plates using the guide on the next page; if the friction disks look burnt or glazed, or the drive plates are 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 friction disks or EXP bases in oil for at least 5 minutes before installing.

DISK INSPECTION

These are best viewed in color by downloading the PDF from rekluse.com/support

When inspecting the clutch pack, the following pictures can be used as reference:

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.



Normal Heat
(Brownish)

High Heat
(Blue, Purple)

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.



Normal Friction Pad



Glazed Friction Pad

BUMP-STARTING INSTRUCTIONS

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

1. Use a 4mm Allen key to turn the adjustment screw counter-clockwise, just until it turns freely and no longer is preloading the pressure plate inside the clutch.
2. Bump start the bike. The clutch will function like a manual clutch at this point.
3. Once the bike is started, readjust the free play gain as per the instructions to reset the installed gap.

Visit Rekluse.com for more detailed instructions, videos, parts-fiche documents, and warrantee information.





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.

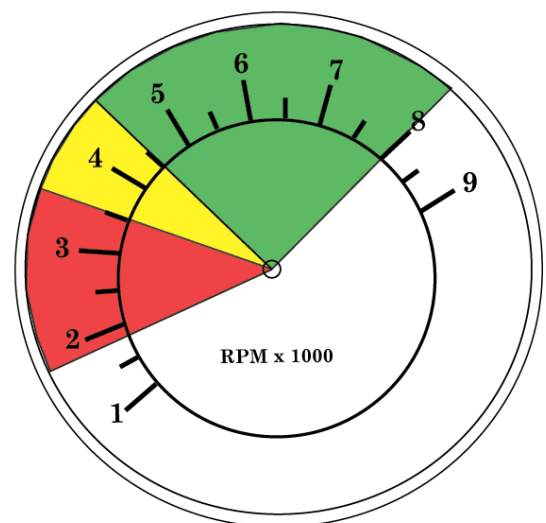
2. Downshifting:

- 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.

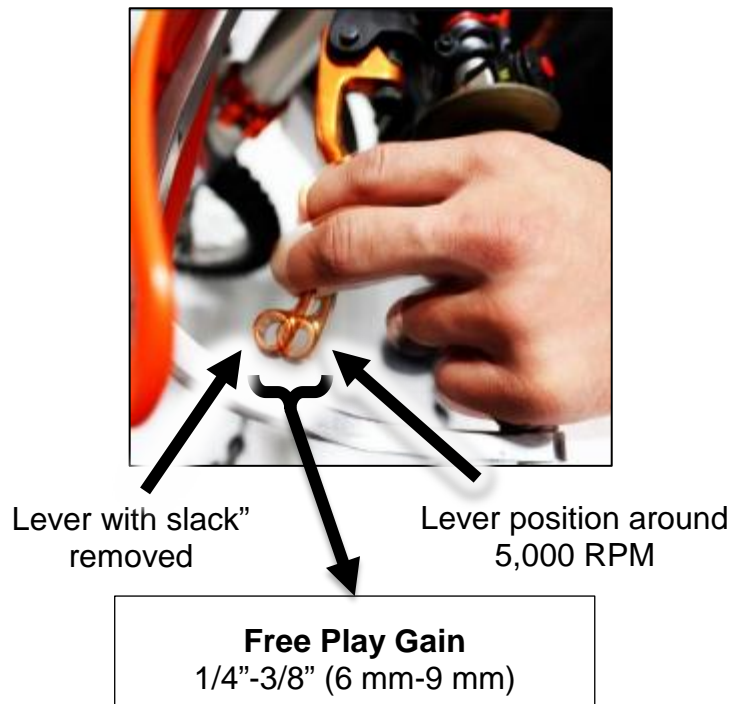
- a) Before you begin checking Free Play Gain, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm the engine oil.
- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar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



SLAVE CYLINDER APPENDIX

Converting to Mineral Oil Clutch Fluid Compatibility – KTM LC8 models

Doc ID: 195-6382A
Doc Rev: 061316

NOTE: Affects Model-Year 2016 bikes only!

OVERVIEW

KTM Tech Bulletin #1603 — published December 10, 2015 — states that some bike models received a revision to their Magura clutch fluid systems during mid-production for MY2016 bike models. This will affect the functionality of your clutch kit if your bike was assembled before the production revision was enacted by KTM.

The O-ring seals in the clutch control system are compatible with *only one* clutch fluid type and *cannot* be used interchangeably. As per the photos in the tech bulletin, read the information located on your bike's clutch fluid reservoir cap to determine which fluid system was installed by KTM.

- If the cap calls for **DOT Brake Fluid** (4 or 5.1 or both), then you can skip the rest of this document and proceed with installing the Rekluse Adjustable Slave Cylinder [#86] as it was pre-assembled.
- If the cap calls for **Mineral Oil**, then you must perform the following steps to change the O-ring seals in the Rekluse Adjustable Slave Cylinder before installing it on your bike. *If your cap calls for mineral oil, failure to install the correct mineral-oil-compatible O-ring seals will result in poor slave cylinder performance and may have the potential to cause fluid leaks.*

NOTE: Rekluse's O-ring seals are color-coded for ease of identification:

BROWN = mineral oil & engine oil compatible

BLACK = DOT brake fluid compatible

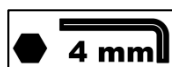
INCLUDED PARTS

Your kit also includes extra O-ring seals in case any are cut or damaged during assembly or installation:

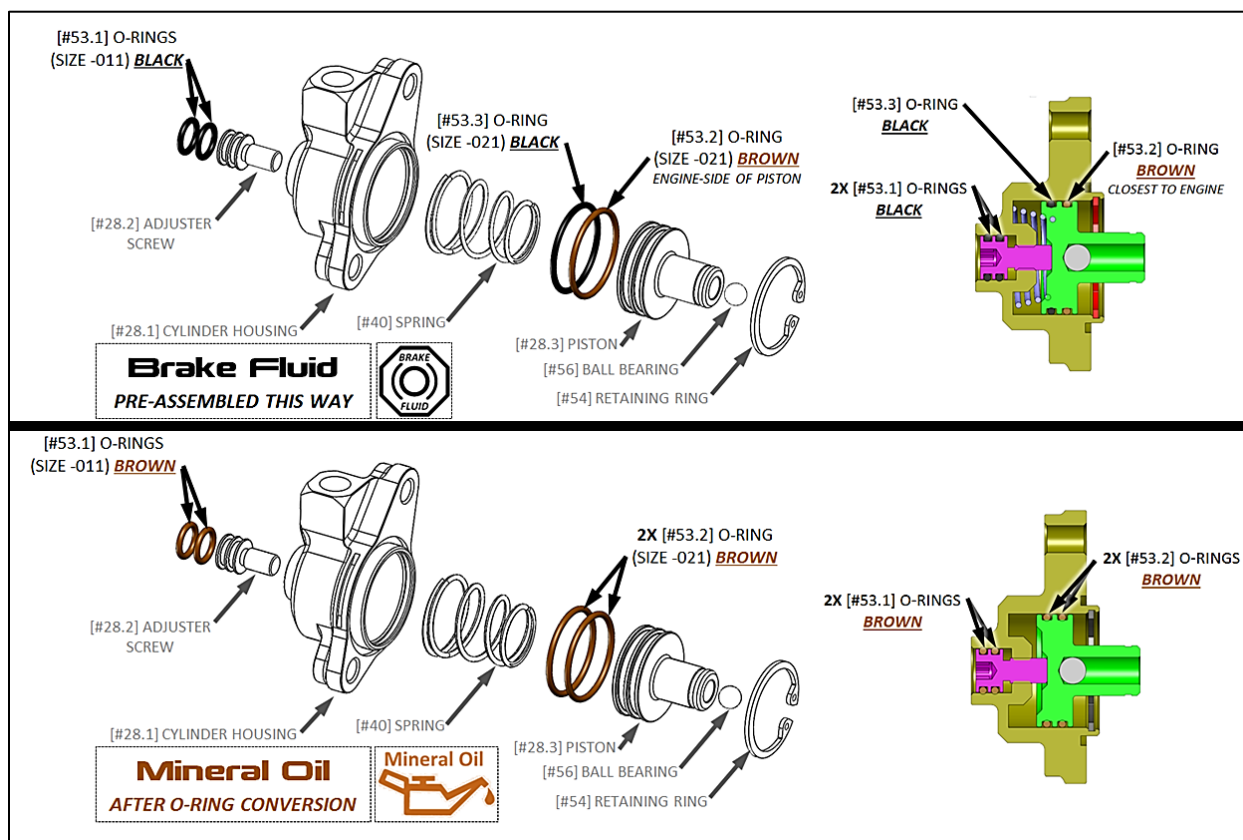
- 3x Replacement **BROWN** rubber O-ring seals [#53.1] for the Adjuster Screw [#28.2] (one is extra)
- 2x Replacement **BROWN** rubber O-ring seals [#53.2] for the Piston [#28.3] (one is extra)
- 1x Silicone grease packet for lubricating the O-ring seals before installing them

TOOLS NEEDED

- Internal Snap-Ring Pliers
- 4mm Allen Key
- 13mm End Wrench
- Dental Pick Tool
- Rubber Gloves & Safety Glasses



EXPLODED & CUTAWAY VIEWS



DISASSEMBLY

- Using snap-ring pliers, remove the retaining ring (aka: the snap ring) [#54] from the cylinder housing.
- Remove the piston assembly and spring [#40] from the housing.
- Remove the **black** O-ring seal [#53.3] from the piston [#28.3] and discard it (it will be located on the clutch-fluid side of the piston).
- Remove the adjuster screw [#28.2] from the housing using a 4mm Allen key.
- Using a dental pick tool, remove and discard the small **black** O-ring seals [#53.1] from the screw.

INSTALLATION

- Using the provided silicone grease packet, apply grease to the new **brown** O-ring seals [#53.1 & #53.2], the adjuster screw [#28.2] and inside the cylinder bore.
- Carefully install the new small **brown** O-ring seals [#53.1] into the grooves on the adjuster screw.

- Reinstall the adjuster screw [#28.2] into the cylinder housing.
- Carefully install a new large **brown** O-ring seal [#53.2] into the piston groove.
- Reinstall the spring [#40] into the cylinder, with the wider end facing into the cylinder bore. Ensure that the narrower end is centered in the piston grooves as shown**.

**** CRITICAL:**
Ensure spring is centered inside the step in the piston.
- Reinstall the piston assembly using constant, gentle thumb pressure, taking care not to cut, roll, or damage the O-ring seals.
- Reinstall the retaining ring [#54] to secure the piston inside the cylinder housing.

- Make sure that the ball bearing [#56] has remained in place inside the piston before installing the slave cylinder onto your bike.
- Proceed back to the *Installation Guide* document for instructions regarding bleeding the clutch fluid system, setting the Installed Gap, and making clutch adjustments.