



INSTALLATION & USER'S GUIDE

CoreManual Kit
for Sherco 250/300 2T (17+)

Doc ID: 191-7008001A
Revision: 08/07/20

©2020 Rekluse Motor Sports
Rekluse Motor Sports, Inc.
customerservice@rekluse.com

Table of Contents

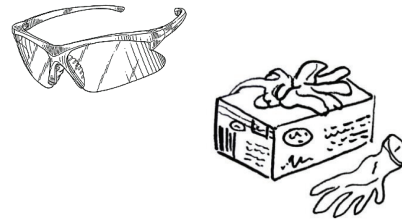
OVERVIEW	2
INSTALLATION TIPS	2
TOOLS.....	3
INCLUDED PARTS	4
DISASSEMBLE CLUTCH.....	5
INSTALL THE HUB	9
INSTALL THE CLUTCH PACK	11
INSTALL THE CLUTCH COVER	15
BREAK IN	15
MAINTENANCE.....	15
NEED ADDITIONAL HELP?.....	16

OVERVIEW

This kit replaces OE (Original Equipment) or “stock” core clutch components including the center clutch hub and pressure plate with high-quality billet components designed for optimal performance specific to your bike.

- All OE steel drive plates & friction disks will be replaced with ones provided by Rekluse.









INSTALLATION TIPS



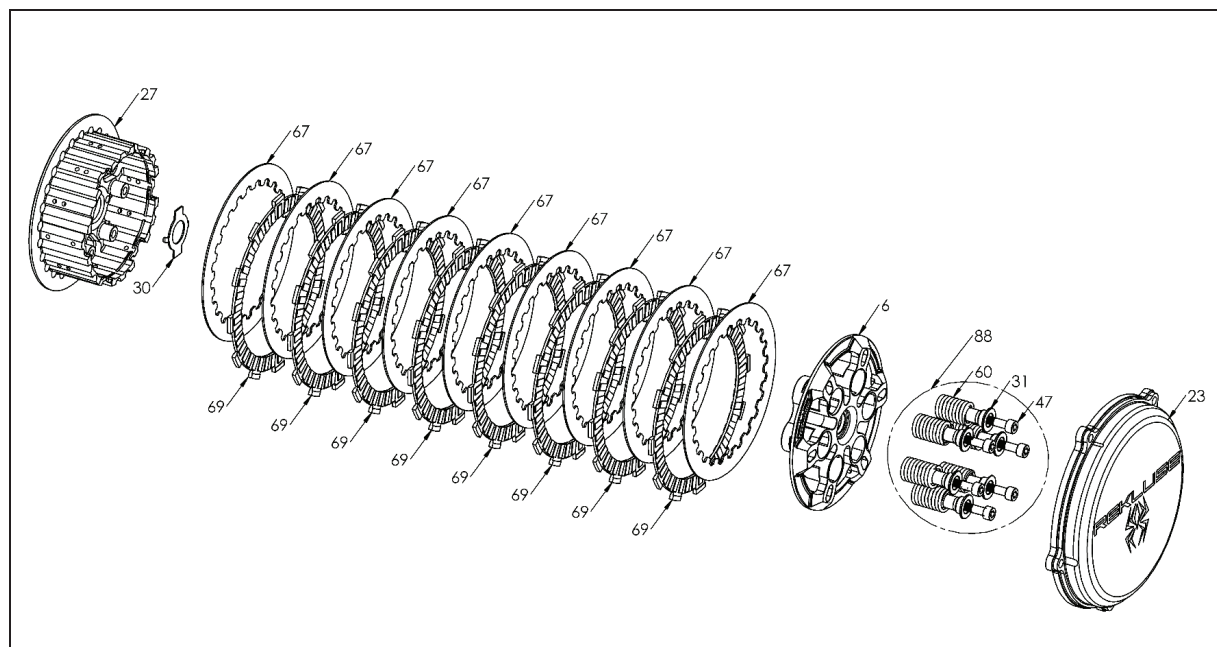
- Read the separate included Safety Information document before operating the vehicle with the product installed.
- Read this entire document before performing any steps.
- If you install this product for a customer or another person, instruct them to read the **Safety Information** document and the **Installation and User Guide** before operating the vehicle with the product.
- Protect eyes and skin – wear safety glasses and work gloves.

- Lay the bike on its left side when replacing the clutch. This makes working on the clutch easier and eliminates the need to drain the oil.
- Use an air or electric impact wrench to remove the center clutch nut. If one is not available, you can place the bike in top gear and hold the rear brake while loosening the center clutch nut with a socket and breaker bar.
- Channel-lock pliers work best to bend the tabs of the washer up over the center clutch nut.
- 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

	 5mm		
8, 10, & 30 mm Sockets	Hex Keys	Metric Wrenches	Torque Wrench
			
Picks	Fluid Catch Container	Hammer & Flat Chisel	Channel-lock pliers

INCLUDED PARTS

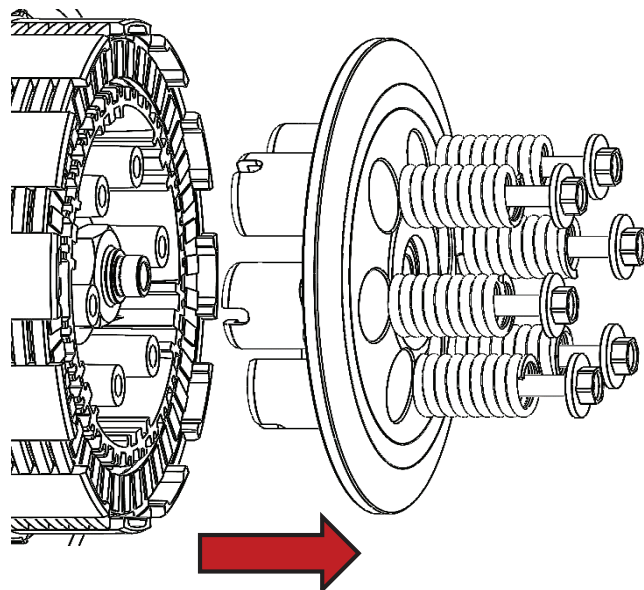
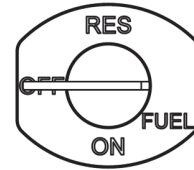


Item	Description	Qty.
6	Pressure plate	1
27	Center clutch hub	1
30	Lock-tab washer	1
67	Steel drive plate - .048" (1.2mm) thick and .060"	9
69	OE-style friction disk (3mm thick)	8
88	Core clutch spring assembly	1
60	Pressure plate springs	6
31	Screw sleeves	6
47	Socket head cap screws	6

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

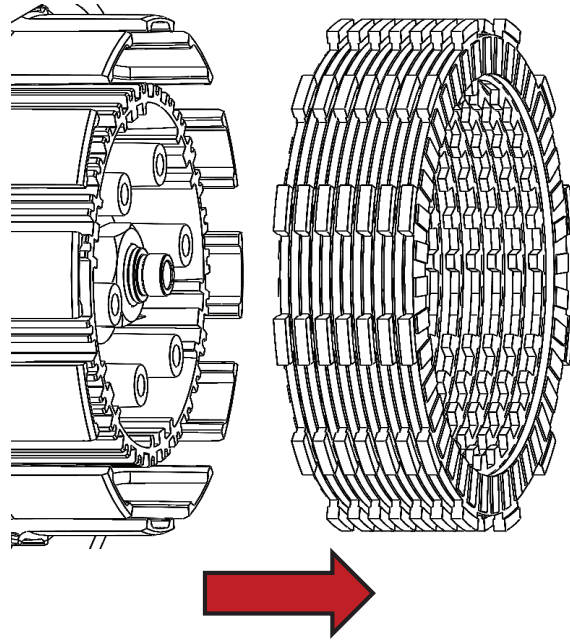
DISASSEMBLE CLUTCH

1. If your bike is carbureted, turn the fuel petcock to “OFF.”
2. Shift the transmission into 5th gear.
3. Lay the bike on its left side. Catch any draining fuel using a suitable container.
4. Using an 8 mm socket, remove the OE clutch cover. Pay close attention to the length and location of the OE screws so they can each be returned to the same location.
5. Using a socket, remove the pressure plate screws and springs, then remove the pressure plate.

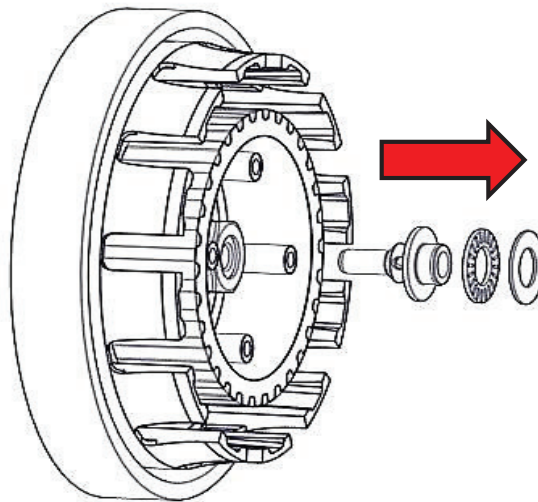


Note: Your OE parts may look different than pictured depending on the bike.

6. Remove the OE clutch pack. Use a pick if necessary to help remove all of the plates.

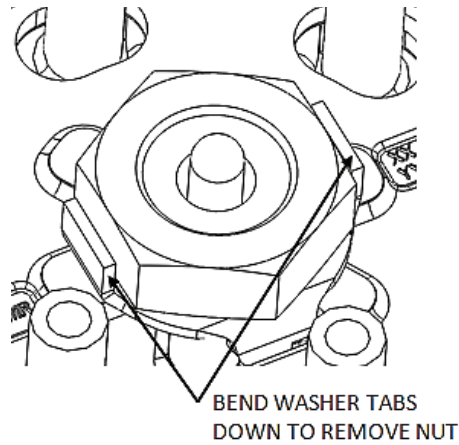


7. Remove the throw-out assembly, which typically includes a throw-out, needle bearing, and washer. Set this assembly aside. These parts will be reused.



Note: *The throw-out assembly may look different depending on the bike.*

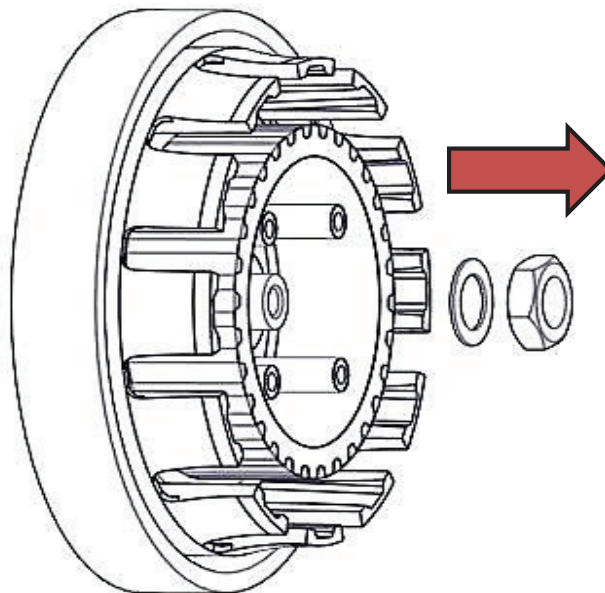
8. Use a hammer and a large screwdriver or chisel to bend down the edges of the washer tab until it clears the clutch nut.



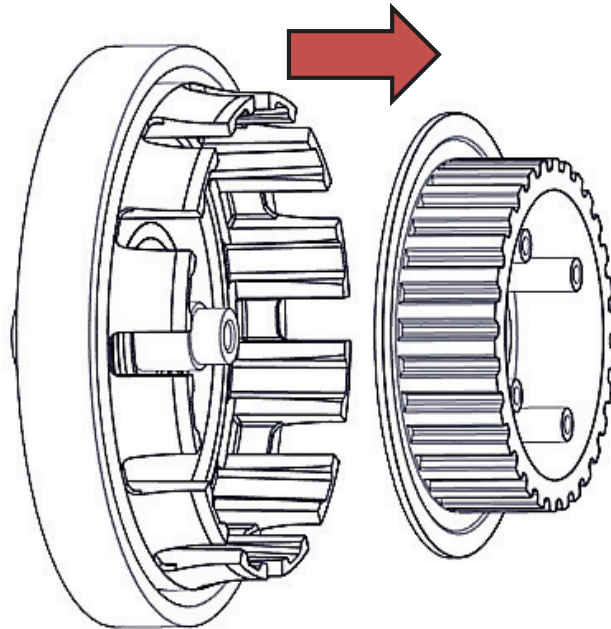
9. Remove the center clutch nut with an impact wrench or breaker bar, and a socket. Set aside. The OE clutch nut will be reused.

Note: *Placing the bike in the highest gear and holding the rear wheel by applying the rear brake keeps the shaft from rotating when removing the nut.*

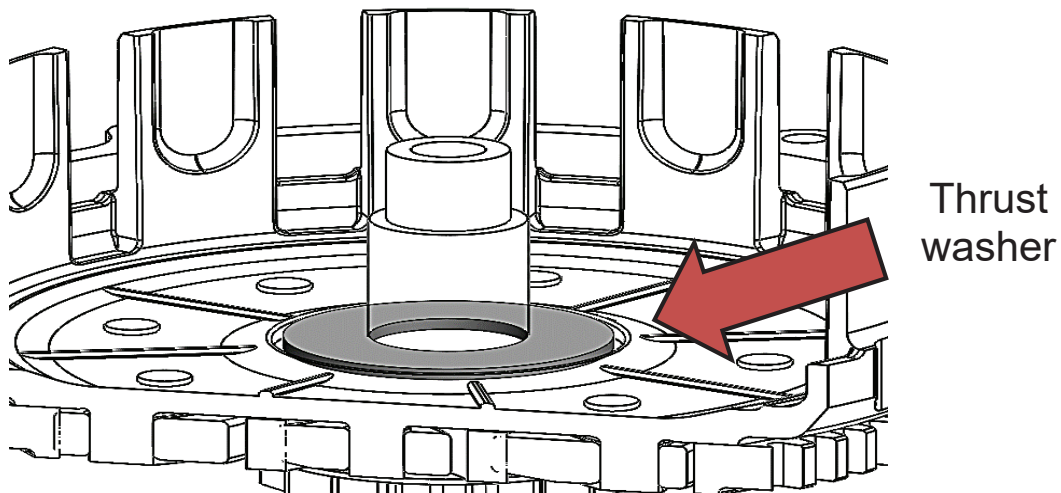
10. Remove the lock washer located under the center clutch nut. The OE lock washer will be replaced with a Rekluse tab lock washer.



11. Remove the center hub from the clutch basket while leaving the thrust washer on the main shaft.



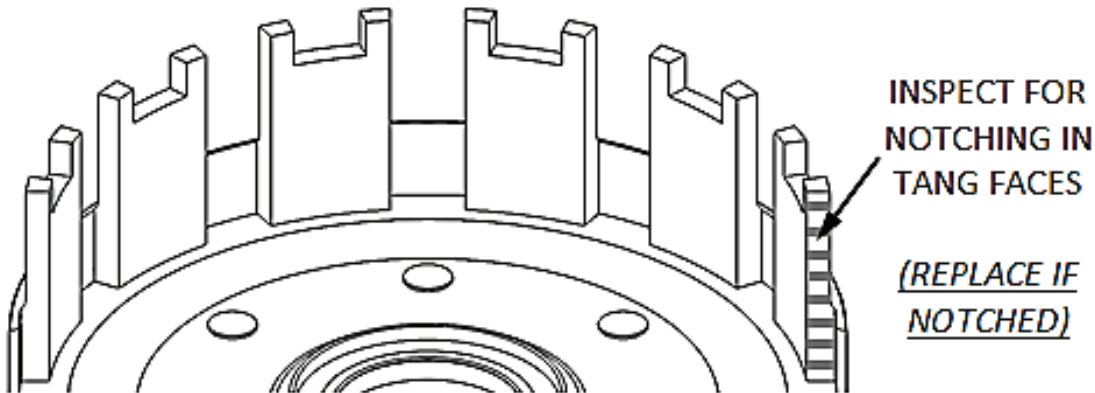
Note: Check that the OE thrust washer is still on the main shaft and not stuck to the bottom of the center hub assembly. The thrust washer must be installed or clutch performance issues will result.



12. Inspect the clutch basket for spring damper play or notching. Do not install product with a notched basket. Notched basket tang faces or worn dampers can cause the friction plates to break. Do not use baskets that have been filed, machined, or modified on the tangs. Replace basket if necessary.

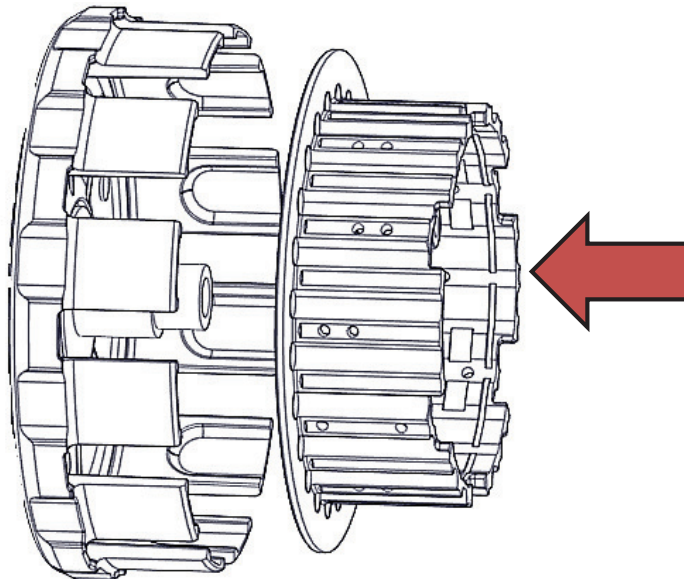
⚠ WARNING

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

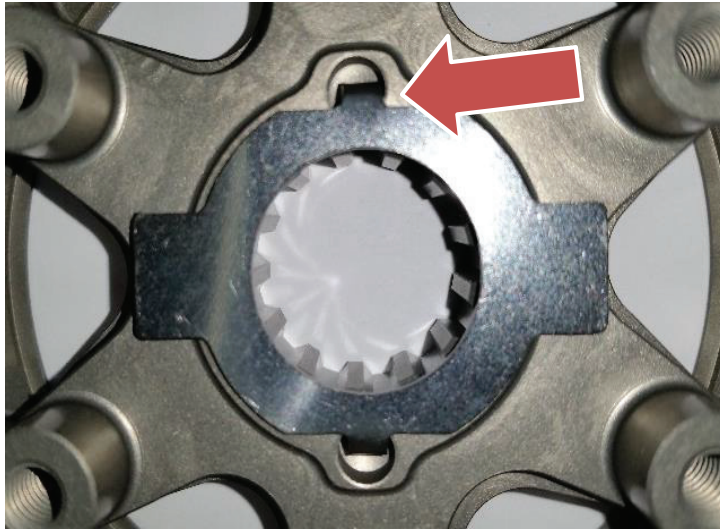


INSTALL THE HUB

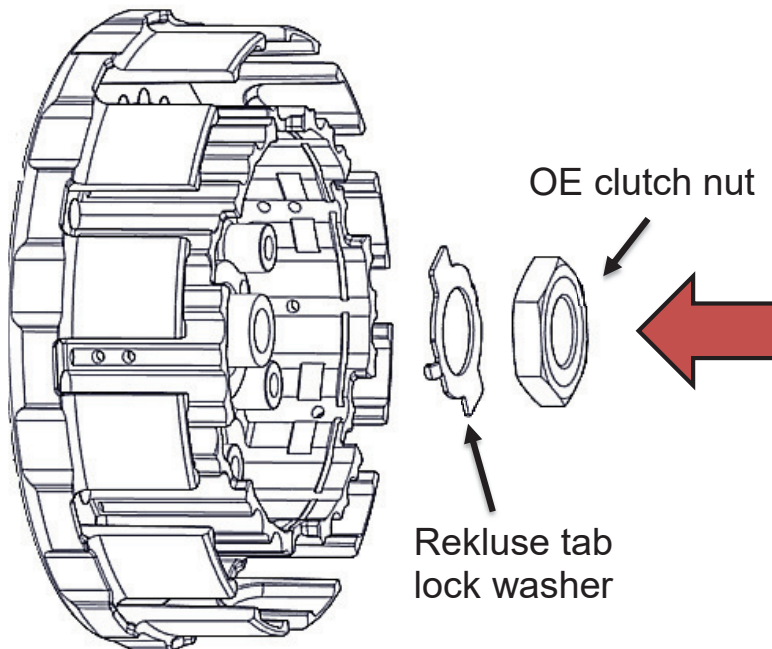
1. Check to make sure the OE thrust washer is still on the main shaft.
2. Install the new Rekluse center hub into the clutch basket.



3. Install the new Rekluse tab washer with the bent tabs facing down, aligning with the holes in the hub. *Only use the supplied lock tab washer under the OE center clutch nut when installing the hub.*



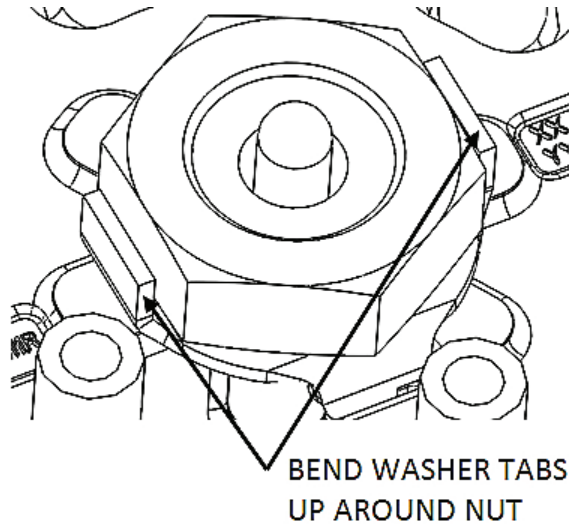
4. Install the OE center clutch nut.



5. Using the socket and torque wrench, torque the center clutch nut to **50 ft-lb (68 N-m)**.

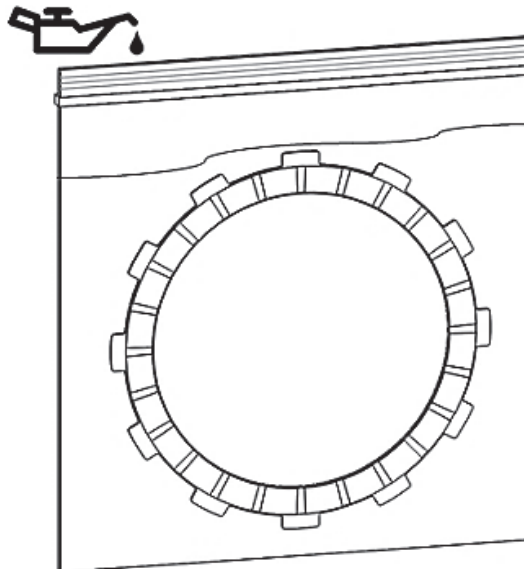
Note: *Placing the bike in the highest gear and holding the rear wheel by applying the rear brake keeps the shaft from rotating when tightening the nut.*

6. Using the channel-lock pliers, bend up **both** tabs of the tab washer tightly around the nut. The tabs can be bent on the straight sides or around the corners.

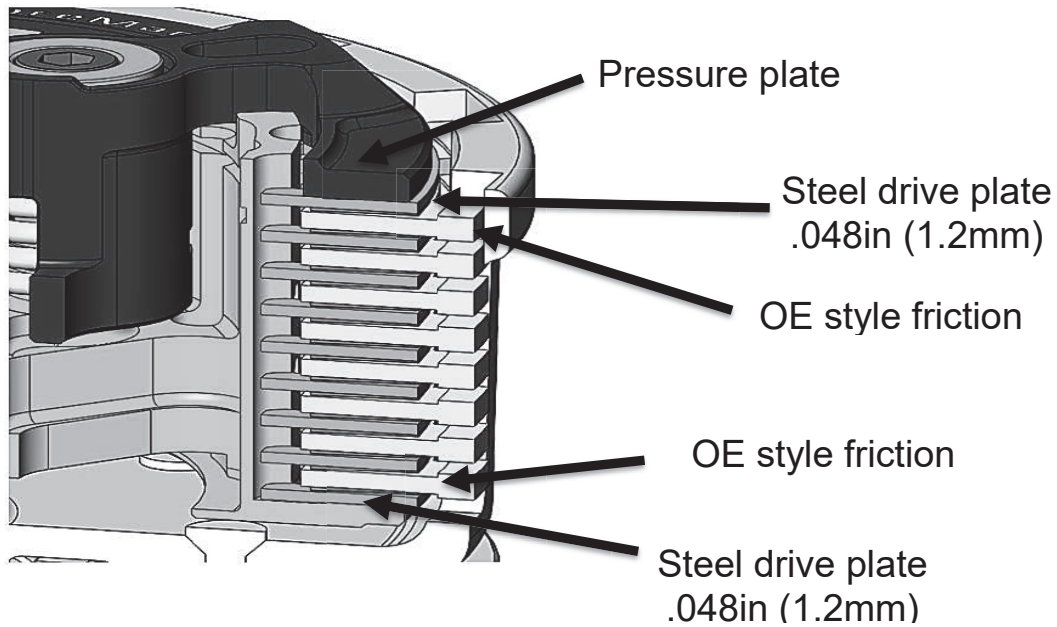


INSTALL THE CLUTCH PACK

1. Soak the provided friction disks in new oil for at least 5 minutes.



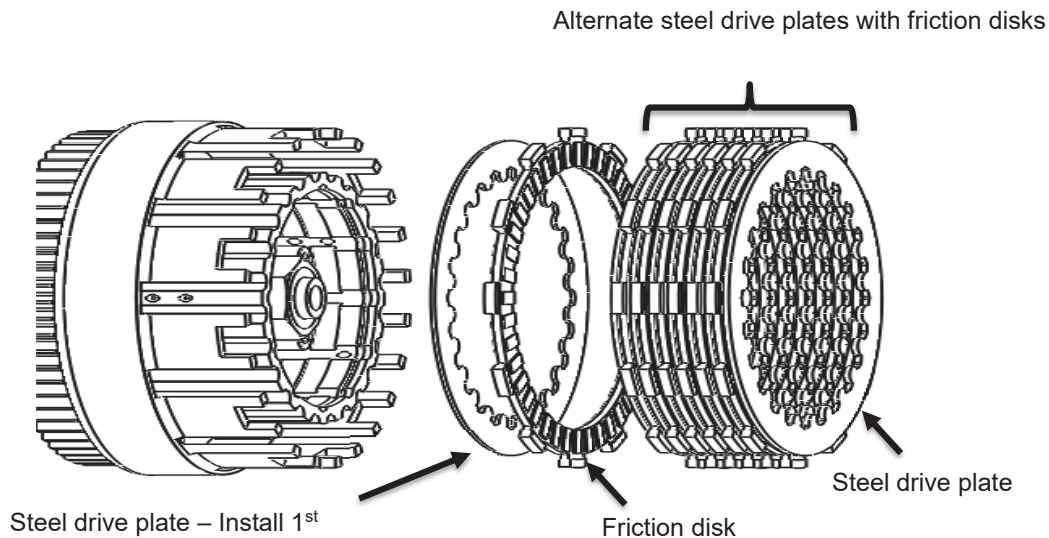
Clutch Pack Cross-section Overview



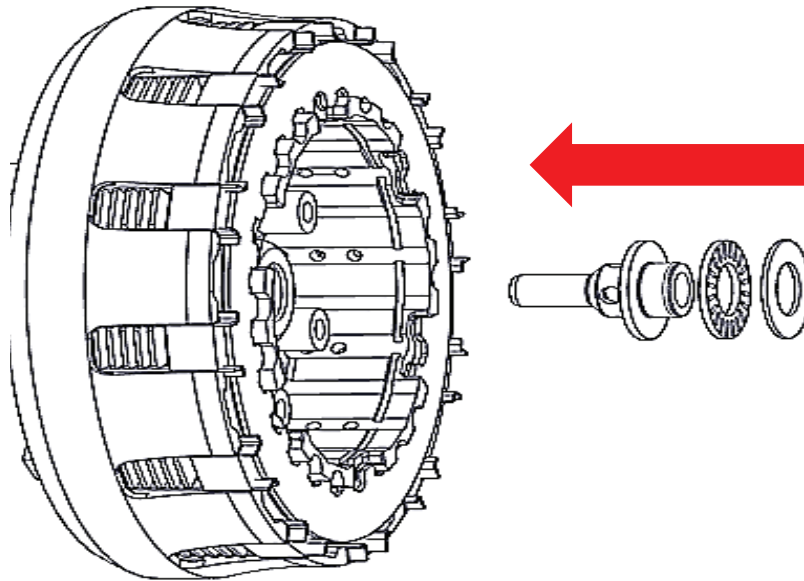
2. Install the clutch pack starting with a .048in (1.2mm) steel drive plate, then install one of the provided friction disks. Then install 1 .060in (1.52mm) drive plate.

3. Continue to alternate friction disks and .060in (1.52mm) steel drive plates.

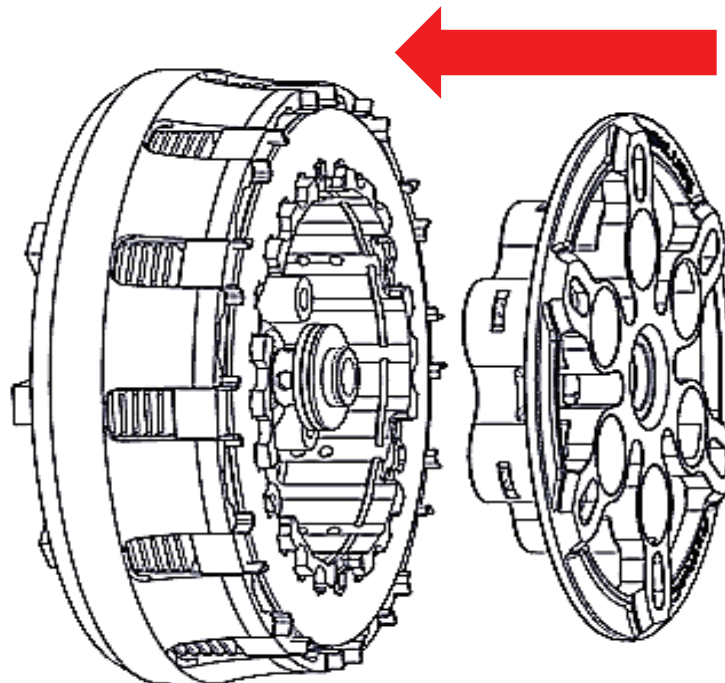
4. *The last plate installed will be a .048in (1.2mm) drive plate*



5. Reinstall the OE throw-out assembly (including the bearing and washer). If the throw-out washer is missing, check to see if it is stuck to the underside of the pressure plate.



6. Install the pressure plate.

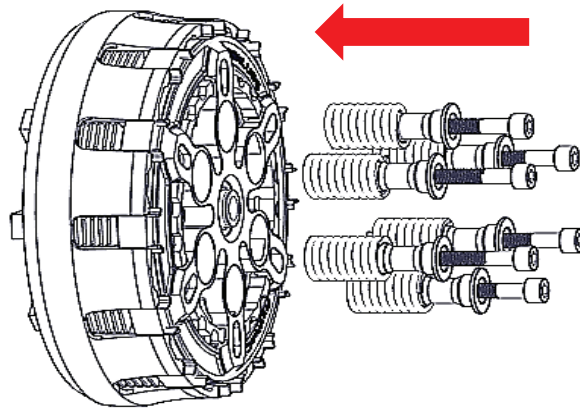


7. Install the Rekluse pressure plate springs, followed by the screw sleeves and socket head cap screws.

⚠ CAUTION

Do not reuse the OE springs, washers, or bolts!

Note: *If two different spring colors are provided with your kit, be sure to alternate the springs by color in every other pocket to keep even pressure on the clutch.*



Heavier springs options are available from Rekluse if desired

8. Use a torque wrench and socket to torque the cap screws by lightly tightening the screws in small increments. Torque the cap screws to **9 ft-lb (12 N-m)**.

9. With the pressure plate screws torqued, pull the clutch lever a few times to ensure proper function of the hydraulic clutch system. If everything functions well, move on to the next section.

Note: *If you feel abnormal resistance when pulling clutch lever (i.e. it does not travel all the way to the handlebar) then it is likely that the OE throwout rod has worn enough to change the optimal spacing of the slave cylinder piston. Remove the circlip from the OE throwout assembly and install the included throwout washer between the throwout assembly and the pressure plate. This will return the spacing to normal.*

INSTALL THE CLUTCH COVER

1. Place the Rekluse clutch cover onto the bike, then reinstall the OE bolts into the clutch cover. Be sure to return the bolts to the same locations from which they were removed.

⚠ CAUTION

Failure to install the OE clutch cover bolts back in their proper location can result in damage to your motorcycle.

BREAK IN

Break-in will occur over the first 1-2 hours of use, depending on the rider. During break-in more clutch drag may occur than normal.

MAINTENANCE

- Inspect all of your clutch parts at regular maintenance intervals for signs of wear or excessive heat, and replace components as necessary. Clutch wear is very dependent on the riders use, inspection interval may vary.
- Keep up with regular oil changes and other bike maintenance. For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Clutch longevity and performance is greatly increased with oil quality and other bike factors that reduce engine heat.
- Replace friction disks regularly for best clutch component life, especially if they appear glazed and/or burnt upon inspection.

NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Frequently Asked Questions

www.rekluse.com/faq

Support Videos

www.rekluse.com/support/videos

Phone

(208) 426-0659

Technical Support

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

Hours:

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

Mountain Time zone

Email: tech@rekluse.com

Customer Service

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

Hours:

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

Mountain Time zone

Email: customerservice@rekluse.com

