



# REKLUSE<sup>®</sup>

## EXP<sup>™</sup>

## REKLUSE MOTOR SPORTS

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The Rekluse Core Manual Kit for Honda CRF150R

# INSTALLATION & USER'S GUIDE

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## OVERVIEW

- This kit replaces the OEM core clutch components including the center clutch hub and pressure plate with high-quality billet components designed for optimal operation specific to your bike.
- All OEM friction disks will be reused but all OEM steel drive plates will be replaced with Rekluse drive plates.

## RESOURCES

- Thoroughly read and understand the **Safety Information** document for this product before installing
- Videos related to this product can be viewed online at [rekluse.com](http://rekluse.com)
- A detailed parts fiche can be found online at [rekluse.com/support](http://rekluse.com/support)

# INSIDE THIS DOCUMENT

- INSTALLATION
- BREAK-IN
- MAINTENANCE

## USE OF OTHER AFTERMARKET PRODUCTS

- If your bike is equipped with an aftermarket clutch cable, or your OEM cable is old or has stretched, you may find that the adjustment range in your cable is different than depicted in this manual.
- If you prefer the use of an aftermarket clutch lever and/or perch, especially the adjustable variety, note that:
  - Some aftermarket lever/perch combos claim “Lighter Lever Pull” which correlates to less lift of the pressure plate (the mechanical advantage is increased, so the distance the pressure plate lifts must decrease). This may have an adverse effect by producing more clutch drag or harder shifts. The lever may be lighter, but you will have to pull the lever in further to disengage the clutch.

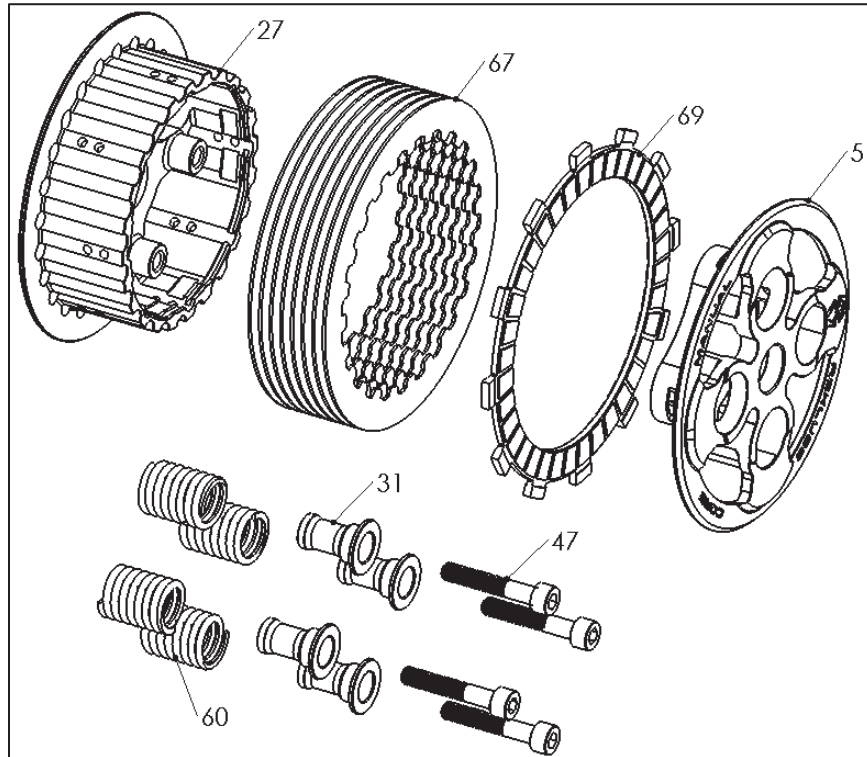
## INSTALLATION TIPS

- Read this entire document before performing any steps, so you will know what to expect.
- Be sure to wear proper eye protection.
- It is recommended to replace the clutch cover gasket any time the clutch cover is removed.
- Laying the bike on its side 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](http://www.rekluse.com) to learn more.
- When reinstalling components, use the torque specifications found in your OEM service manual

## TOOLS NEEDED

- 8, 10, and 12mm Sockets and/or T-Wrenches
- 2x Dental Pick Tools
- Needle-Nose Pliers
- 24mm Socket
- 8 & 10mm End Wrenches
- Funnel
- 5mm and 8mm Hex Keys

# INCLUDED PARTS

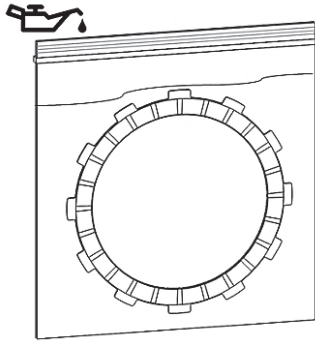


Item	Item Type	Qty
5	Pressure Plate	1
27	Center Clutch Hub	1
31	Screw Sleeve	4
47	Fastener – M6 Screw (requires 5mm Hex tool)	4
60	Pressure Plate Springs	4
67	Steel Drive Plate	6
69	Friction Disk	1

Visit [Rekluse.com/support](https://Rekluse.com/support) for a full parts fiche illustration and part numbers.

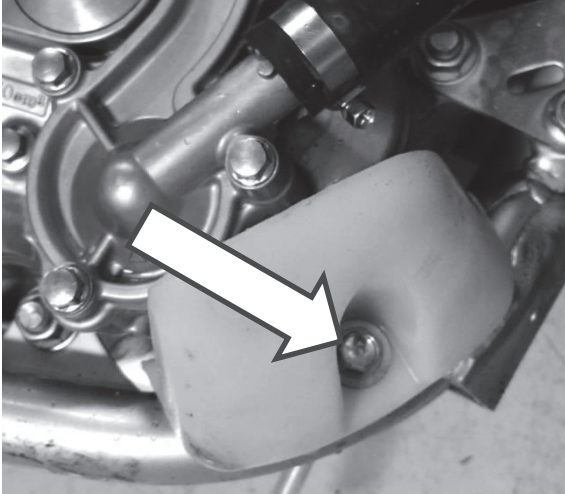
# PREP & DISASSEMBLY

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

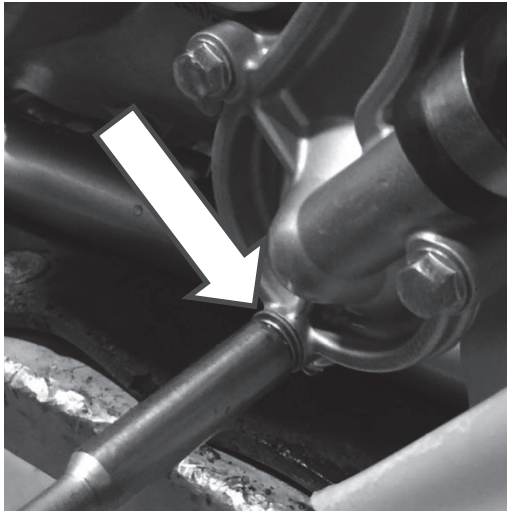


2. Place the bike in 5<sup>th</sup> gear. This will help later in the installation.

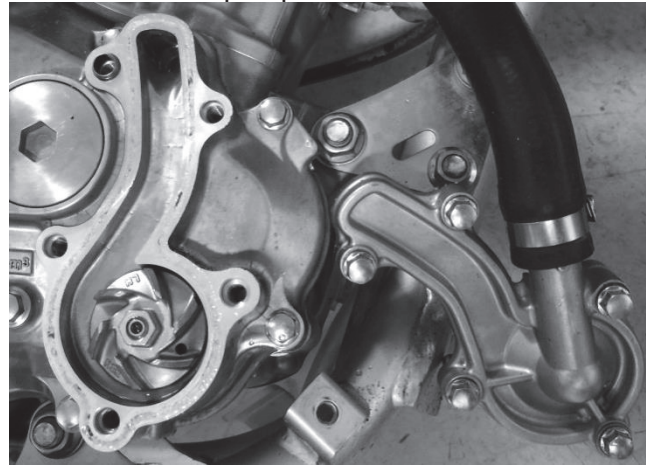
3. Remove the engine guard using a 10mm socket.



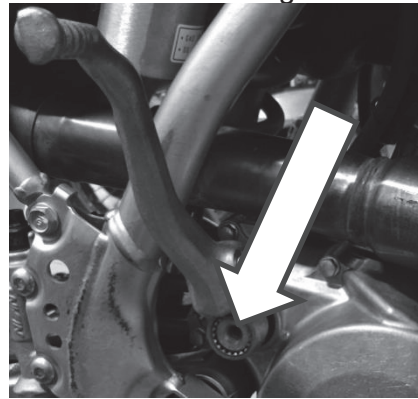
4. With the bike on a side stand or center stand, drain the engine coolant from the bike using an 8mm socket or T-wrench.



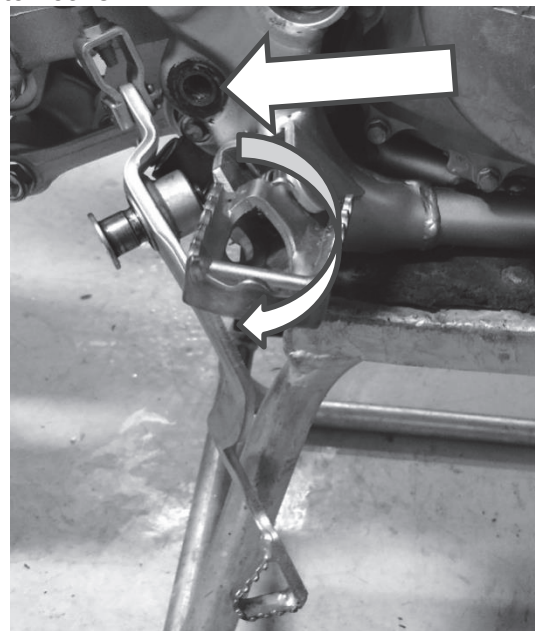
5. Unbolt the water pump cover from the side case.



6. Remove the kick starter using a 12mm socket.

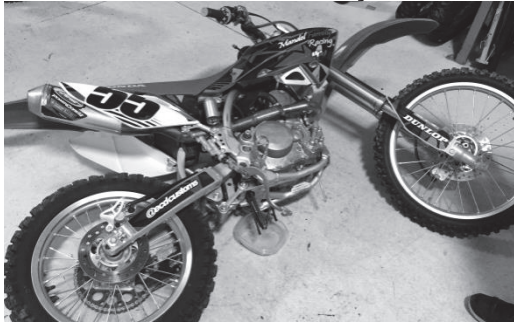


7. Remove the brake pedal bolt using an 8mm Hex Key and rotate the brake pedal away from the clutch cover.

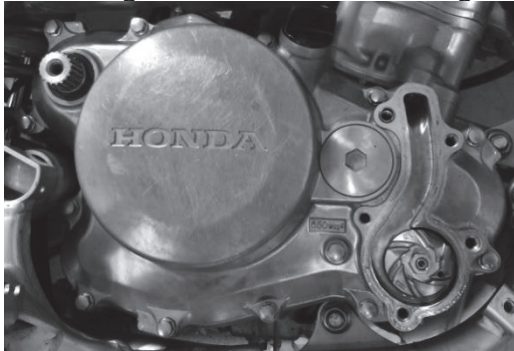




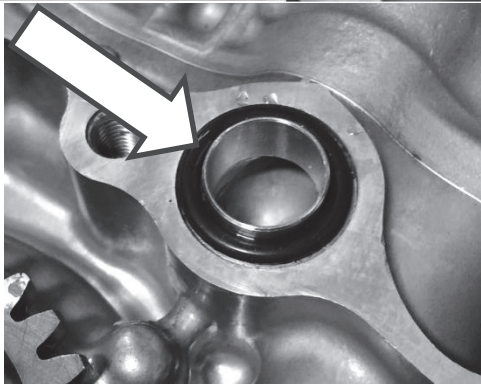
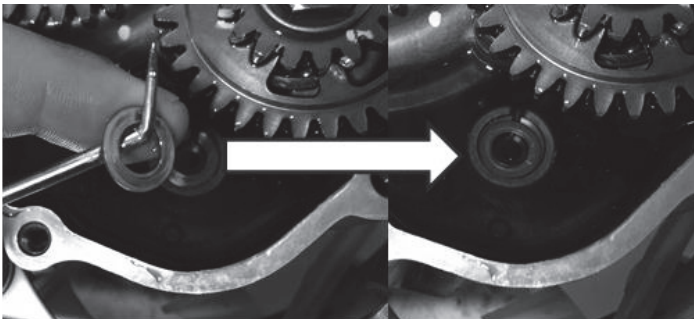
8. To avoid draining the oil, you can lay the motorcycle on its left side. Otherwise, stand the bike vertically on a center stand and drain the oil. In order to not spill oil the bike needs to be all the way down on its side. Catch any fuel that drains.



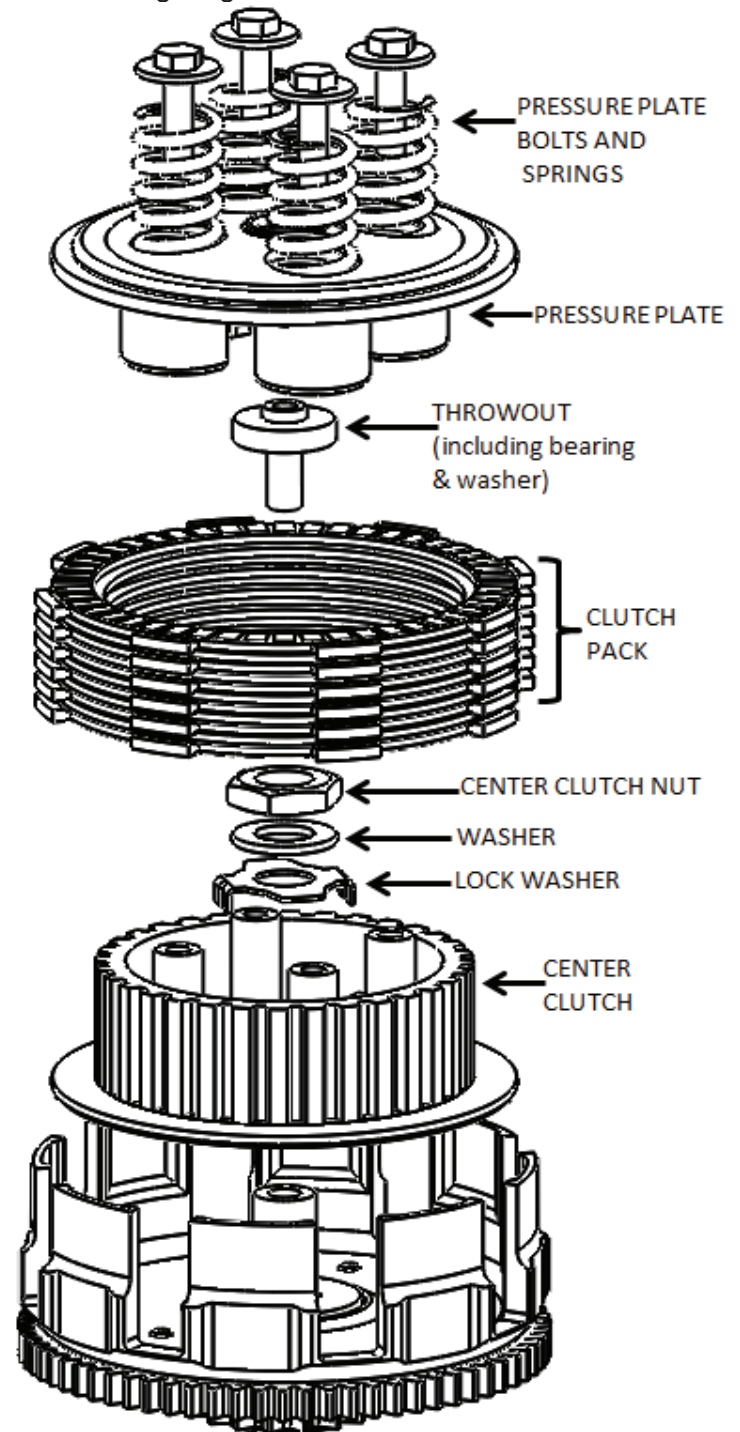
9. Remove the clutch cover bolts and clutch cover, taking care to not damage the cover gasket. Replace this gasket if it is torn or damaged.



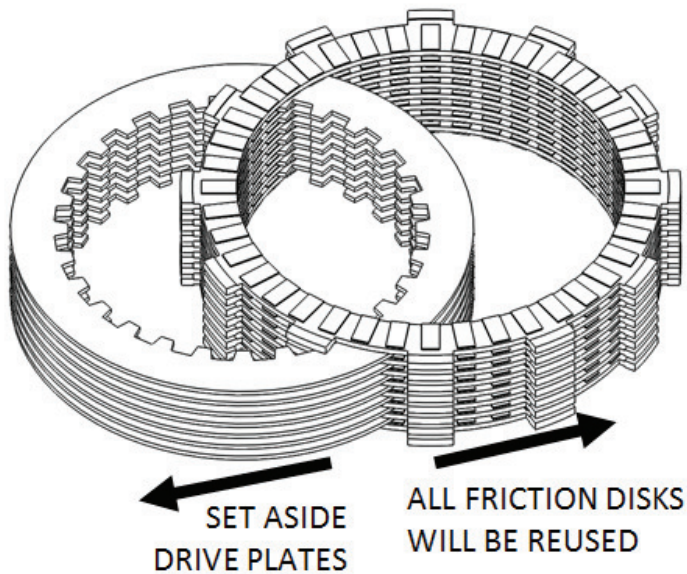
**NOTE:** Be sure that the copper washer for the water pump as well as the sleeve and O-ring for the water jacket are not displaced.



10. Remove the OEM clutch parts named in the following diagram. Leave the basket installed.



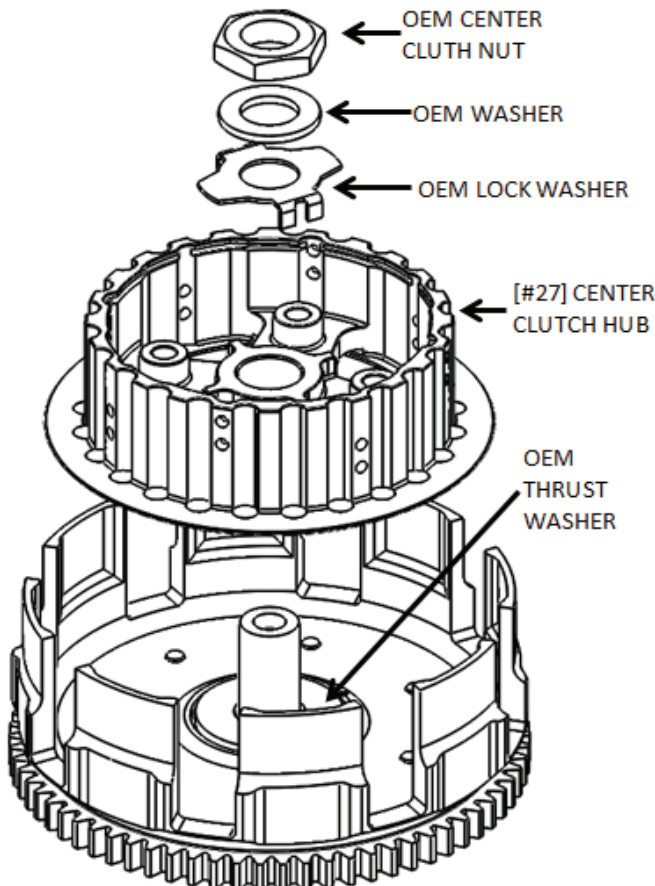
11. Separate the OEM clutch pack.



Inspect the friction disks for signs of heat or wear. Replace if they are burnt or worn. For most models, new friction disks can be purchased from Rekluse.

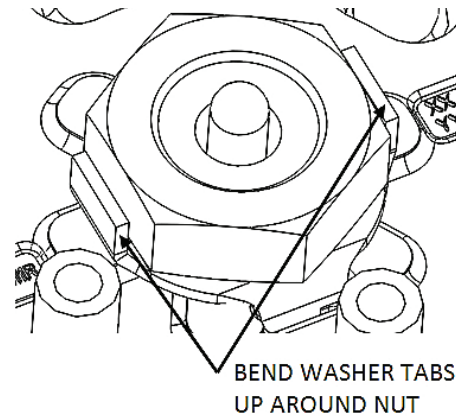
## INSTALLATION

12. Install the new center clutch hub with OEM lock washer, washer, and nut on top of the OEM thrust washer.

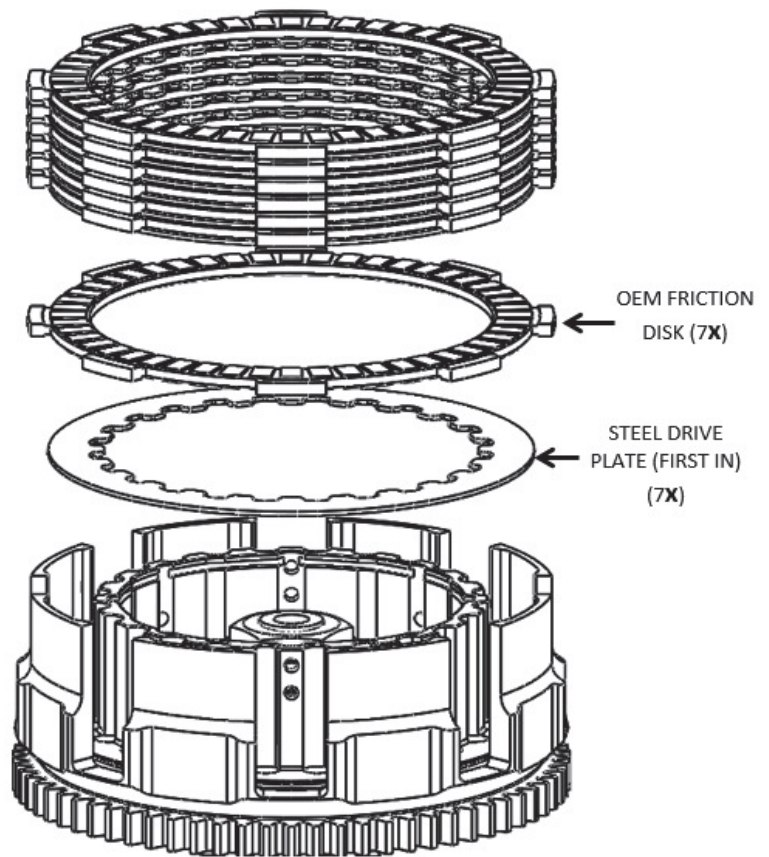


**NOTE:** If the OEM thrust washer is not in place, it is probably stuck to the backside of your OEM center clutch hub.

13. Torque the nut to 40 ft-lb (55 N-m), then bend both tabs up. **DO NOT OVER TORQUE**, or the clutch will drag and damage may occur.

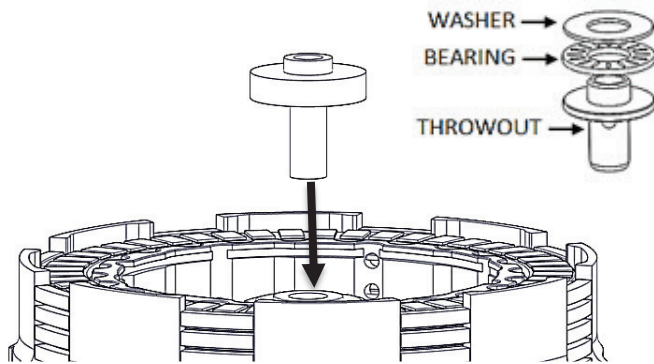


14. Install the new clutch pack, starting with a steel drive plate and then alternating OEM friction disks with steel drive plates.



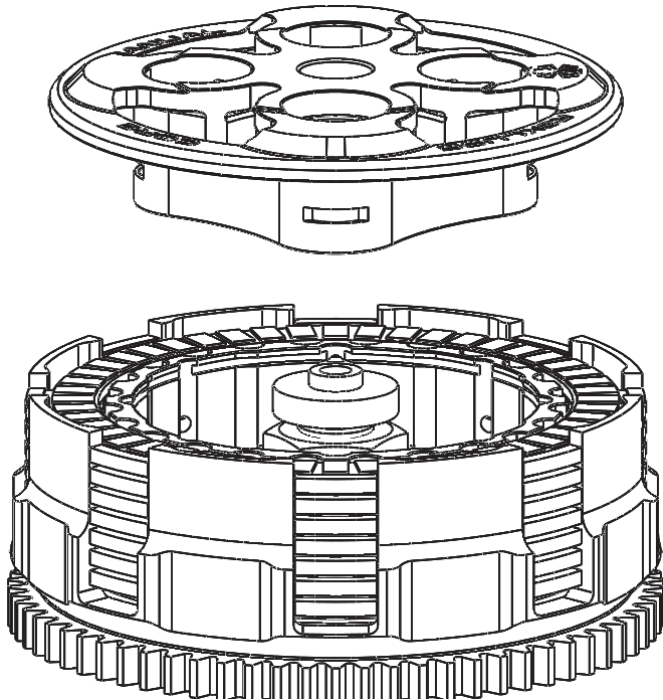


15. Reinstall the OEM throw-out.

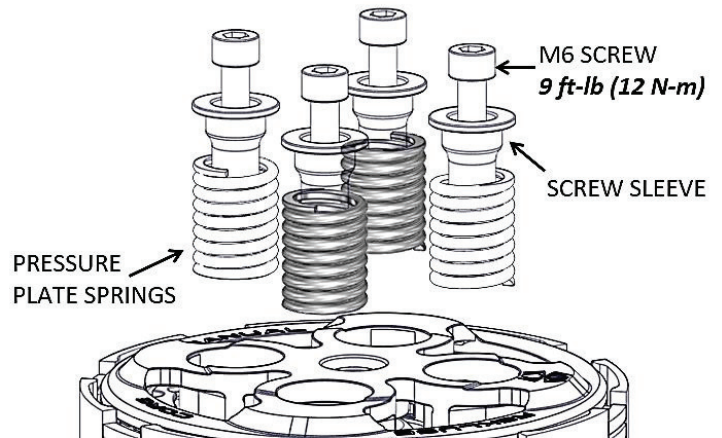


**NOTE:** If you are missing the top washer, it is probably stuck to the backside of your OEM pressure plate.

16. Install the pressure plate.



17. Install the pressure plate springs being sure that the same color springs are directly across from each other.

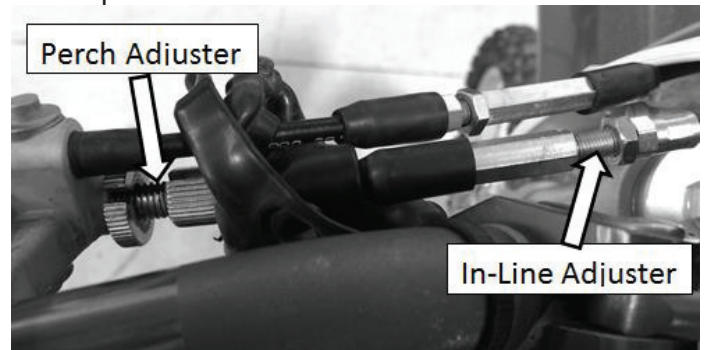


18. Reinstall the side case cover, rotating the water pump until the gears mesh. The case cover should sit flat on the engine case before starting to bolt it down. Torque bolts to OEM specifications.

19. Reinstall the water pump cover, kick starter, and brake lever. Torque to OEM specifications.

20. With the bike in a vertical position on a center-stand, use a funnel to refill the bike with engine coolant. If the oil was drained, refill with an oil that meets JASO-MA or JASO-MA2 oil requirements.

21. Locate the perch and in-line cable adjusters for the clutch. Adjust so that lever free-play is within OEM specification.



# BREAK – IN

Follow these procedures for a new installation and any time new friction disks are installed.

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

- Keep up with regular oil changes as per the bike manufacturer's recommendations. For optimal clutch performance Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Clutch function and longevity depends on oil quality.
- Inspect all of your clutch parts **as per OEM intervals** for signs of wear or excessive heat, and replace components as necessary.
- 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 warped, it is best to replace the entire clutch pack.
- Repeat the break-in procedure anytime the friction disks are replaced. Always soak friction disks or EXP bases in oil for at least 5 minutes before installing.

**FRICION DISK WEAR LIMIT = 2.85mm (0.112")**



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