REKLUSE®
RADIUS cx™

INSTALLATION GUIDE

For Harley-Davidson Cable Actuated Sportster

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OVERVIEW

This kit replaces the OE (Original Equipment) or “stock” clutch pack.

- This kit will replace all the OE drive plates, pressure plate, pressure plate springs and screws, and the inner clutch hub.

⚠CAUTION

Do not dyno test this product without reviewing the included dynamometer document.

- This kit includes extra EXP springs, which can be used to tune for your desired engagement. See the ***EXP tuning options*** section in this document for specific tuning information.

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 bike with the product.
- Videos related to this product can be viewed online at www.rekluse.com/support/videos.
- Protect eyes and skin – wear safety glasses and work gloves. Work in a well-ventilated area.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

- 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.

TOOLS

- ¼” hex key
- 5/16” hex key
- 3/16” hex key
- 5 mm hex key
- 5/32” hex key
- 5/8” open-end wrench
- 9/16” open-end wrench
- ½” open-end wrench
- 7/8” open-end wrench
- Snap ring pliers
- Pliers
- 1 1/8” socket
- 1 3/16” socket
- Torque wrench
- Telescoping magnet
- Dental pick
- Shop/bench press
- Conventional oven
- T27 Torx bit
- Impact gun
- Flathead screwdriver

Additional tools available for purchase at a local dealership:

- Primary wedge tool
- Clutch spring removal tool

INCLUDED PARTS

Refer to the included **Parts Fiche** for a detail of the components.

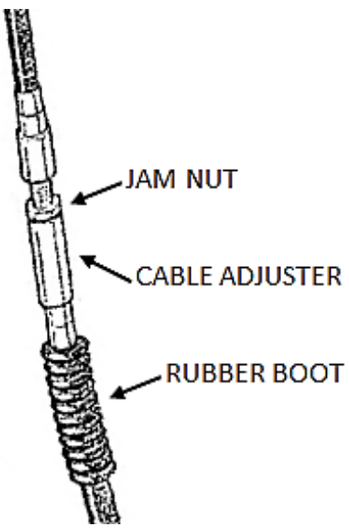
Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

BEFORE YOU BEGIN

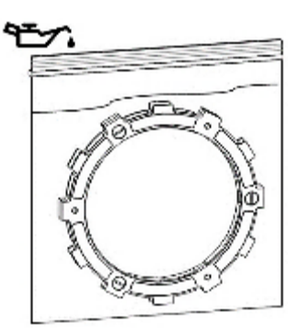
- Rekluse recommends replacing the chaincase cover gasket when installing this product.
- The OE basket bearing may need to be replaced if it shows signs of excessive wear.

DISASSEMBLE CLUTCH

1. Fully collapse the in-line cable adjuster, so that the clutch lever becomes very loose at the perch. This removes the tension on the clutch cable during disassembly and installation.

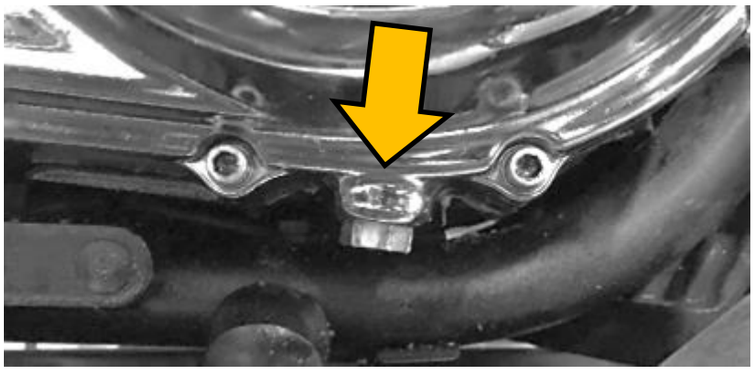


2. Soak the EXP disk in new primary transmission oil for 5 minutes. Make sure the EXP is coated on both sides.

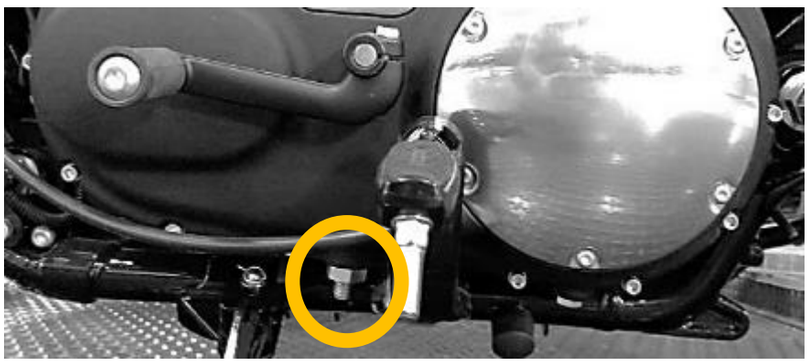


3. Stand the bike up on a suitable bike stand or lift.

4. On the primary chaincase, use a 5/8” wrench to remove the oil drain plug, then drain the oil into a suitable container.

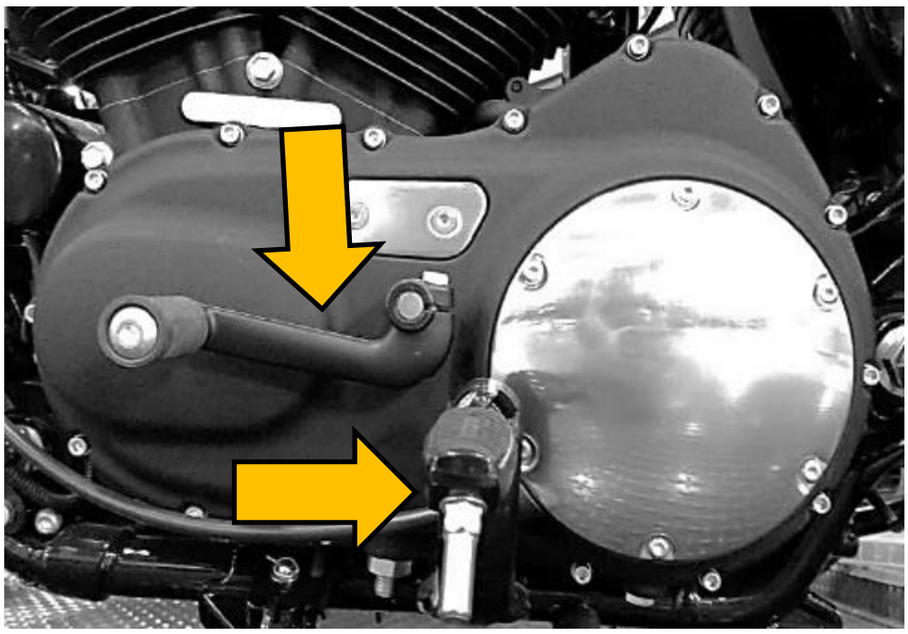


5. Loosen the chain tensioner lock nut, then turn the chain tensioner adjustment bolt **counterclockwise** until it spins freely.

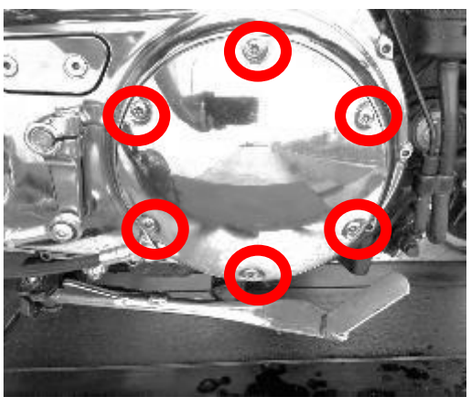


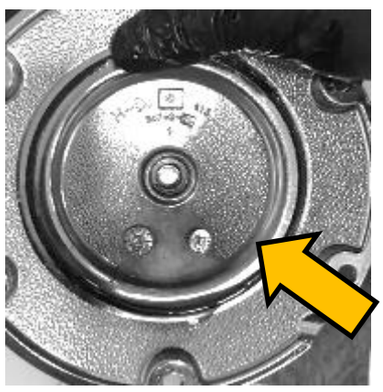
6. Shift the bike into 5th gear, then remove the shift lever off its shaft and set it aside.

7. Remove any footboards that block the primary case and set them aside.

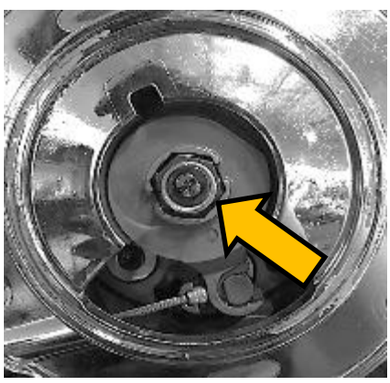


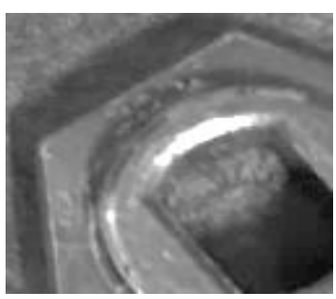
8. Remove the derby cover and the O-ring gasket.



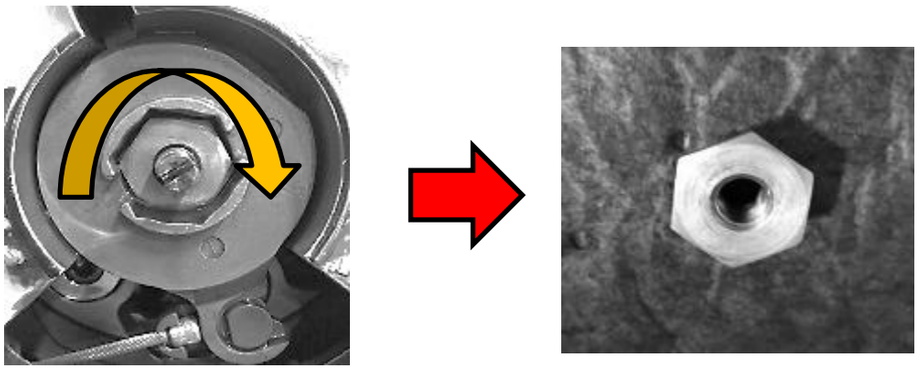


9. Remove the spring and the jam nut from the actuating mechanism. Set these aside.

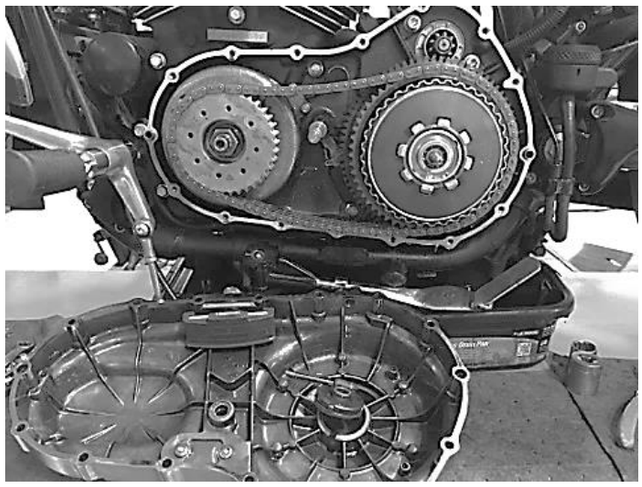




10. Use a flat blade screwdriver to turn the threaded stud **clockwise** to remove the nut. Set it aside.

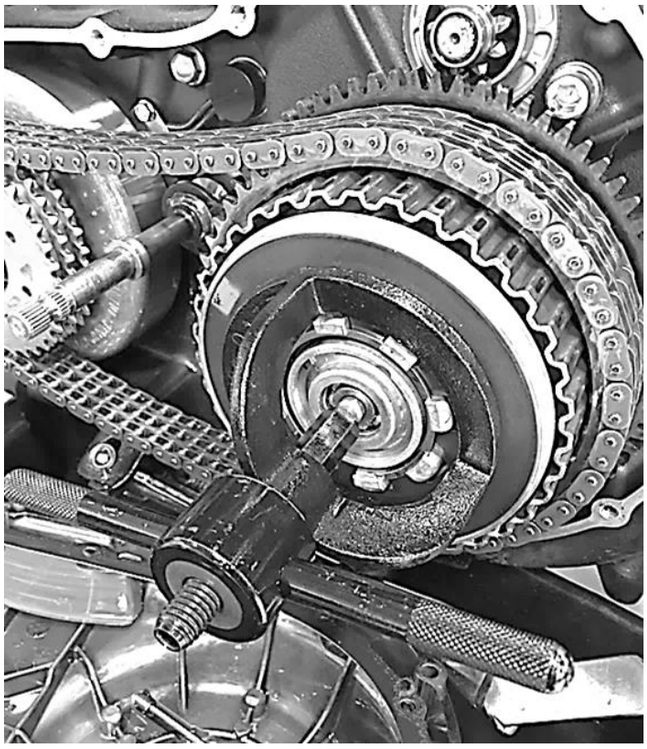


11. Clear a space below the primary gasket cover to set the cover once it is removed. Remove the primary case cover and the cover gasket.



Note: *The attached clutch cable limits where you can set the primary cover when it is removed.*

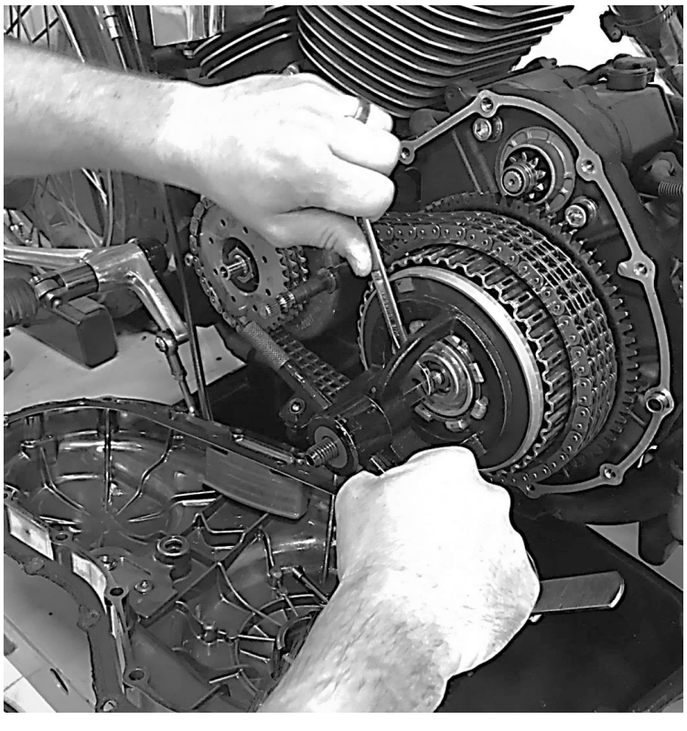
12. Hand thread the clutch spring compressor tool onto the throw-out rod.



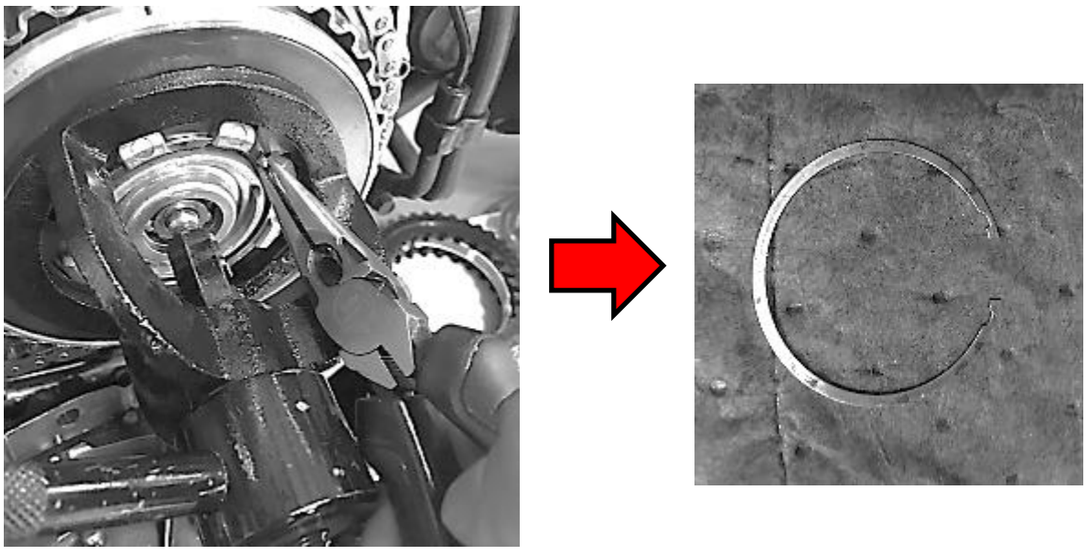
13. Use a 9/16” open-ended wrench to hold the clutch tool shaft in place. Slowly turn the compressor tool handle **clockwise** until the spring is compressed enough to remove the snap ring.

⚠CAUTION

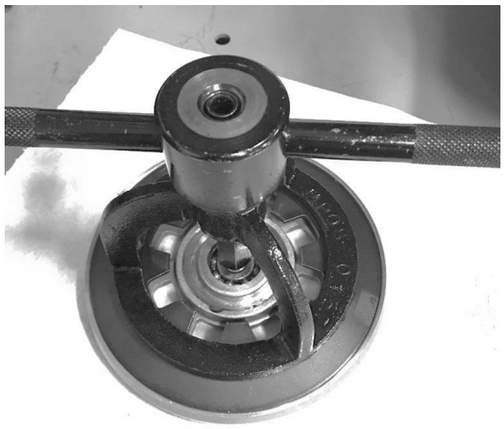
The spring is loaded. Wear eye protection.



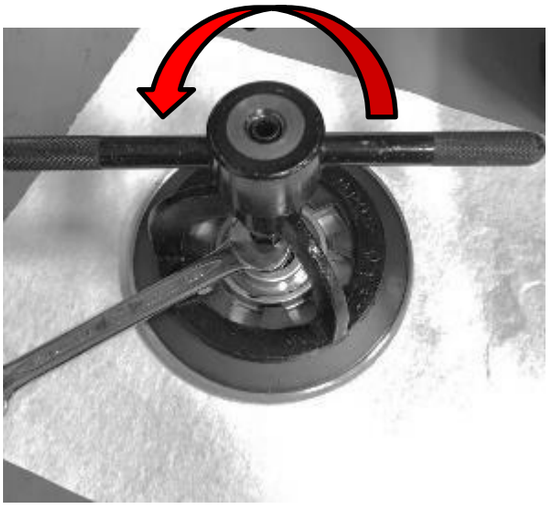
14. Use a pair of pliers to remove and discard the clutch spring retaining ring.



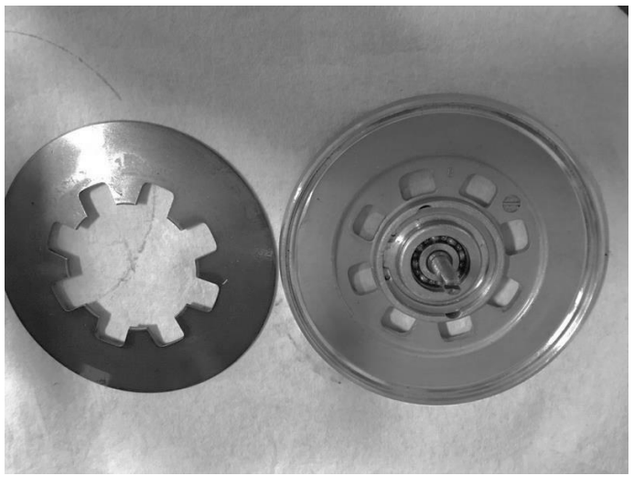
15. Remove the OE clutch Belleville spring and pressure plate and set them on a workbench.



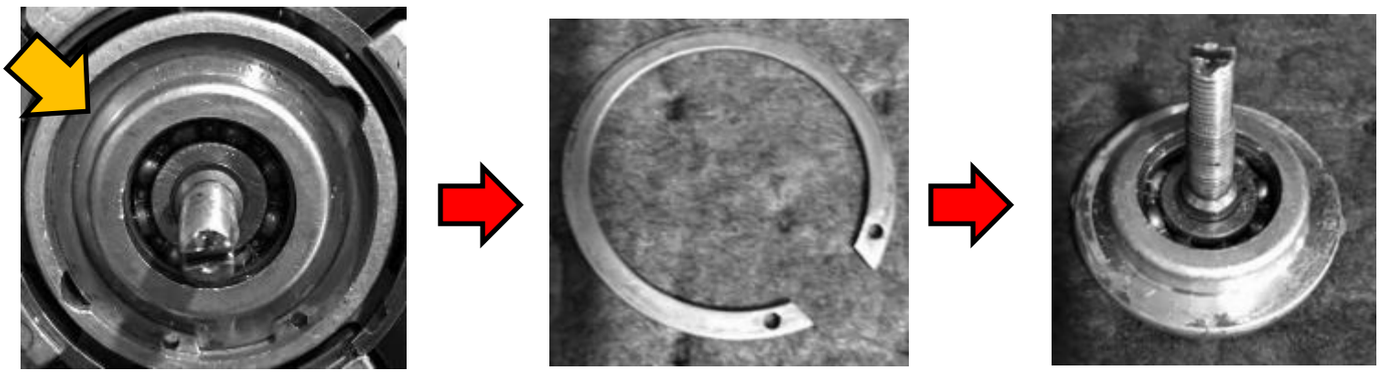
16. Use a 9/16” open-ended wrench to hold the clutch tool shaft in place. Slowly turn the clutch tool handle **counterclockwise** until it spins freely.



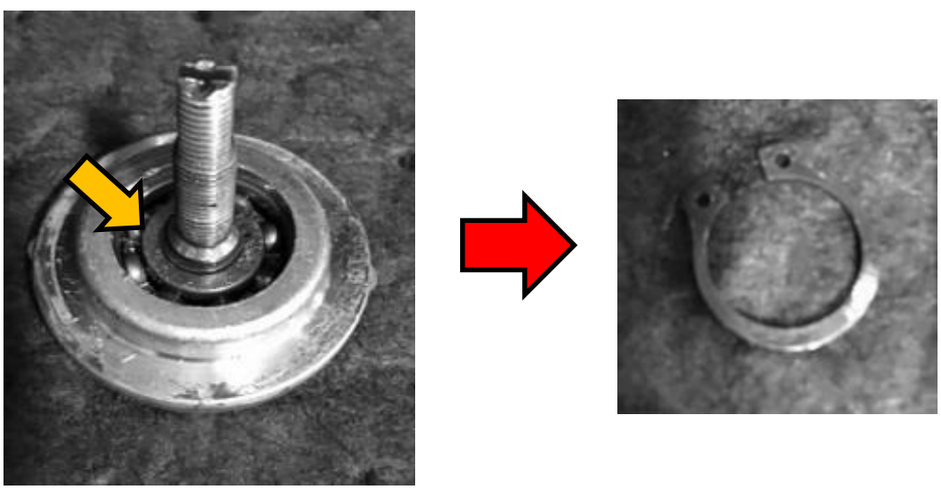
17. Unthread the clutch tool from the throw-out rod and remove it, then separate the Belleville spring from the pressure plate.



18. Use snap ring pliers to remove the snap ring from the throw-out assembly, then remove the throw-out assembly from the pressure plate.

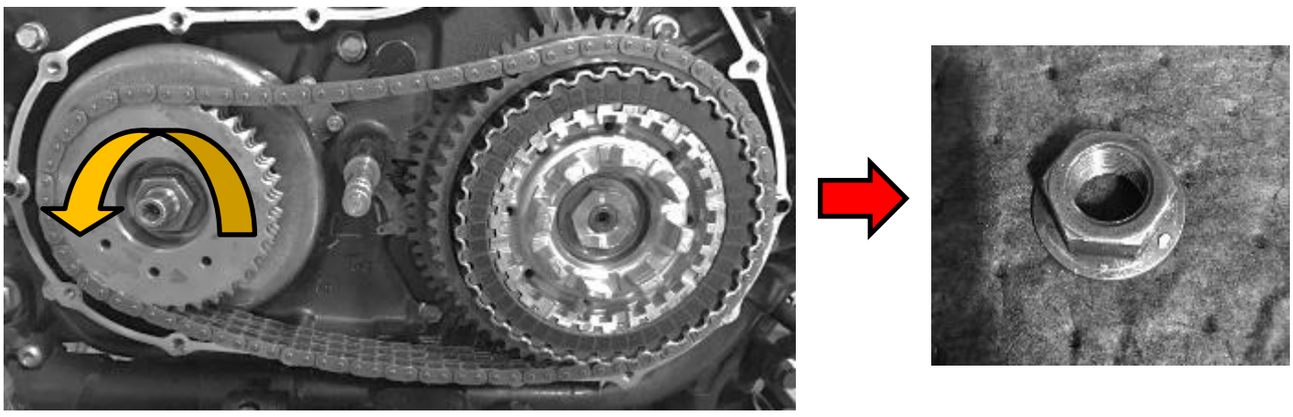


19. Remove the snap ring from the throw-out rod.

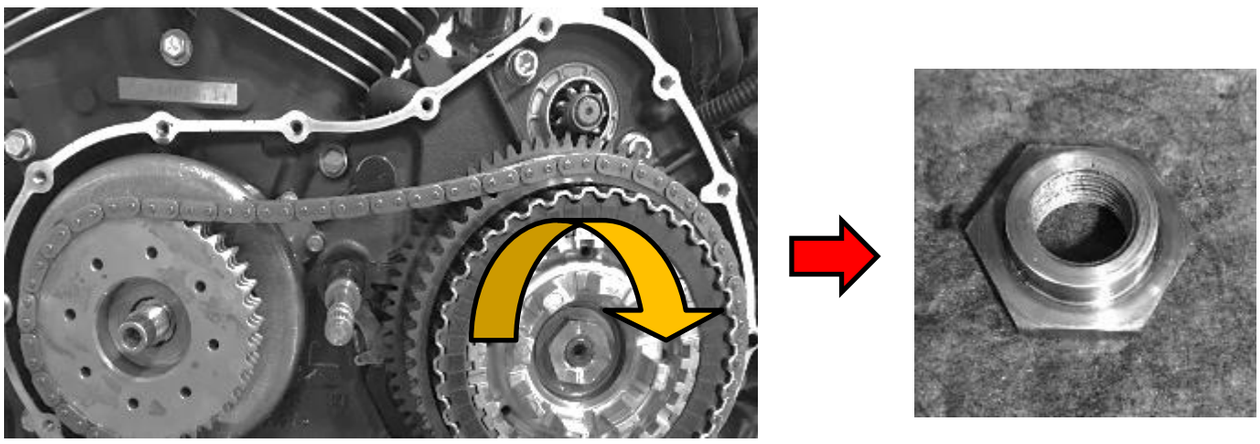


Note: *Set aside the OE Belleville spring, OE pressure plate, and the OE snap rings. They will not be reused.*

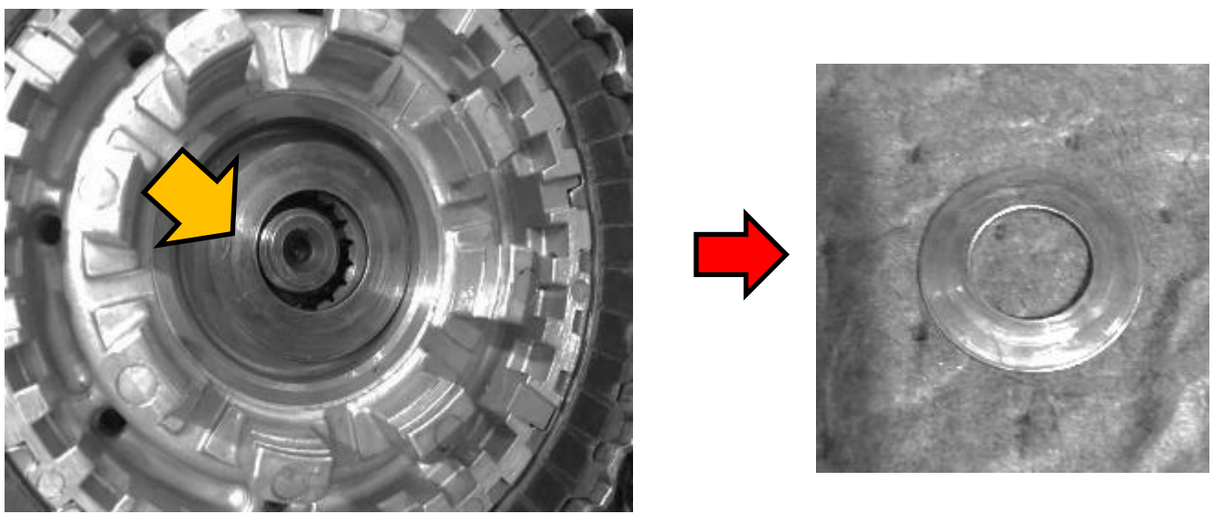
20. Using an impact gun and socket, remove the right-hand thread crankshaft nut by turning it **counterclockwise**. Set it aside.



21. Remove the left-hand thread center clutch nut by turning it **clockwise** to remove it. Set it aside.

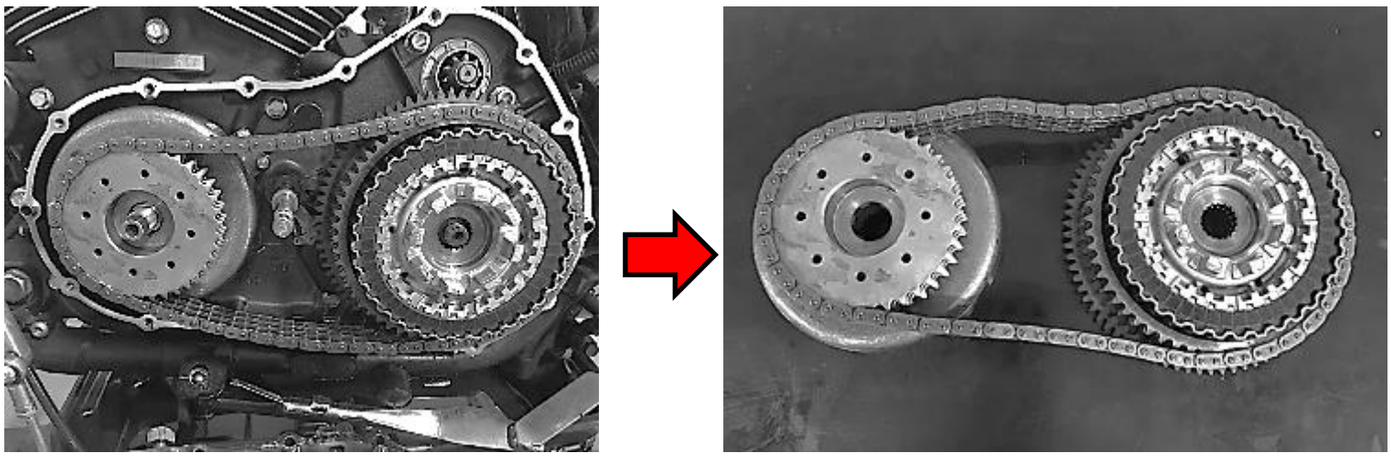


22. Remove the small Belleville washer that is located behind the center clutch nut.

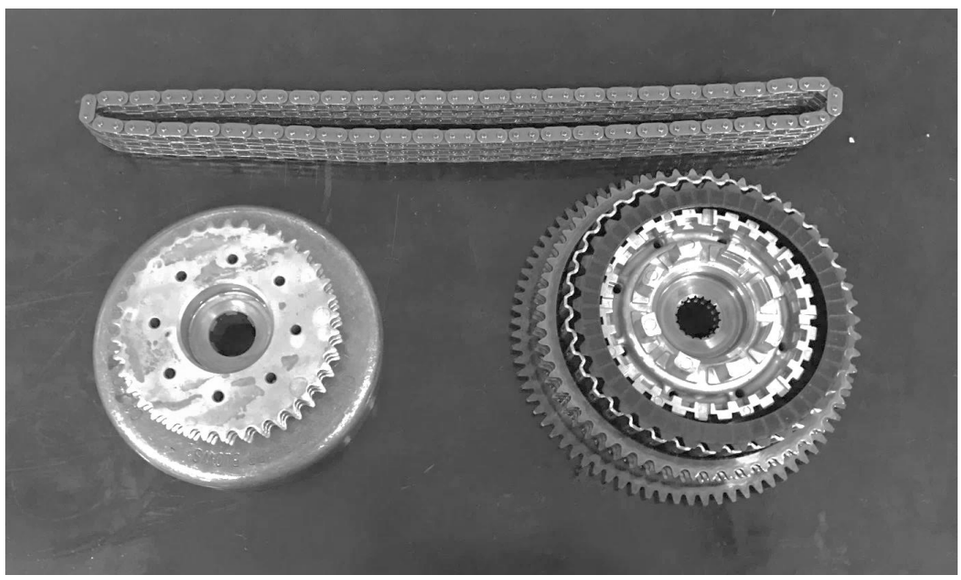


23. Remove the drive gear, clutch assembly, and chain simultaneously. **All three parts must be removed as one unit.**

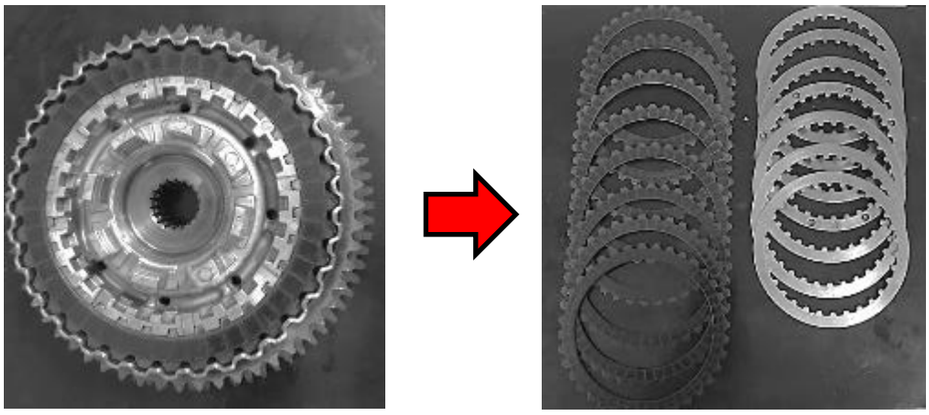
    - Do this by grasping the drive gear and clutch assembly in separate hands, then firmly slide them off their respective shafts. Carefully set this assembly on a workbench.
    - If the drive gear is difficult to remove from the stator due to magnetism, use both hands to initially begin sliding it off of the shaft before removing it as a unit.



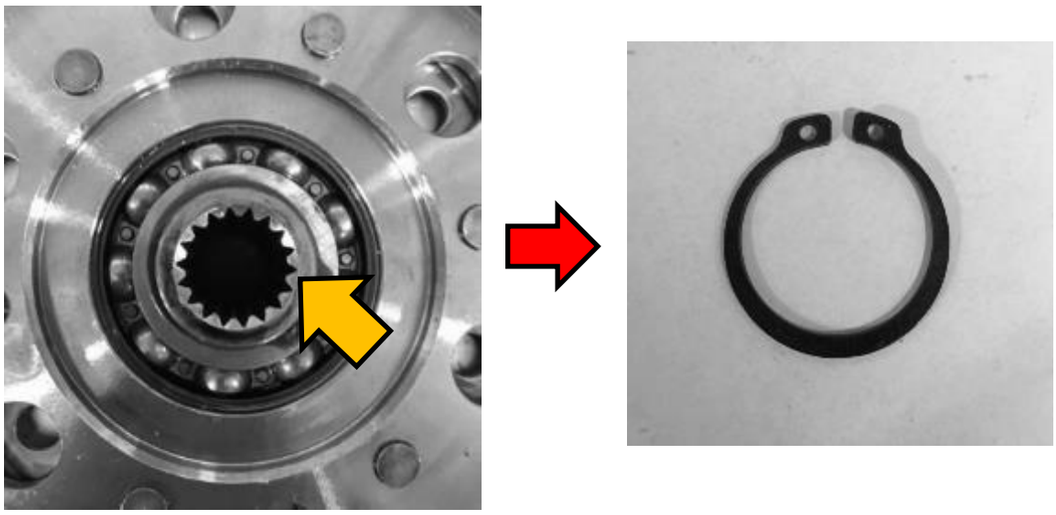
24. Separate the drive gear from the clutch assembly by sliding the chain off of each indexing gear and setting it aside.



25. Remove the clutch pack from the clutch basket, then separate the OE friction disks from the OE drive plates. There will be 8 friction disks and 7 drive plates.



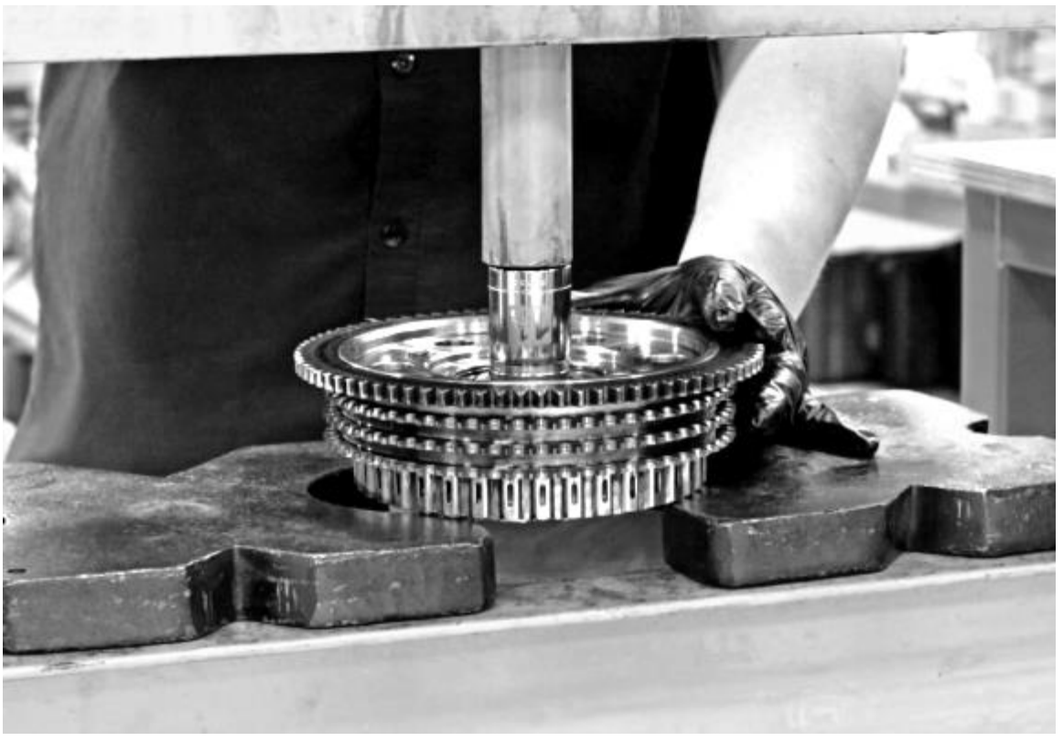
26. Flip the basket assembly over on a workbench, then use snap ring pliers to remove the center hub retaining ring. Set it aside.



ASSEMBLE THE CLUTCH BASKET

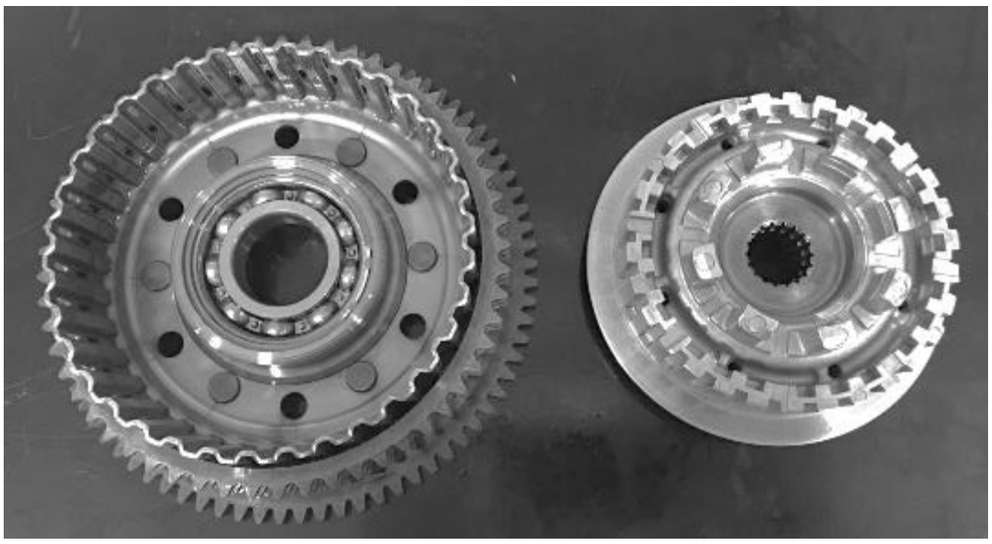
1. Use a shop/bench press to press out the OE center hub from the clutch basket.

Note: *Check the OE basket bearings for any signs of excessive wear or float. If the bearing appears worn, replace it with a new OE unit available at your local dealership.*



OE Basket

OE Center Hub



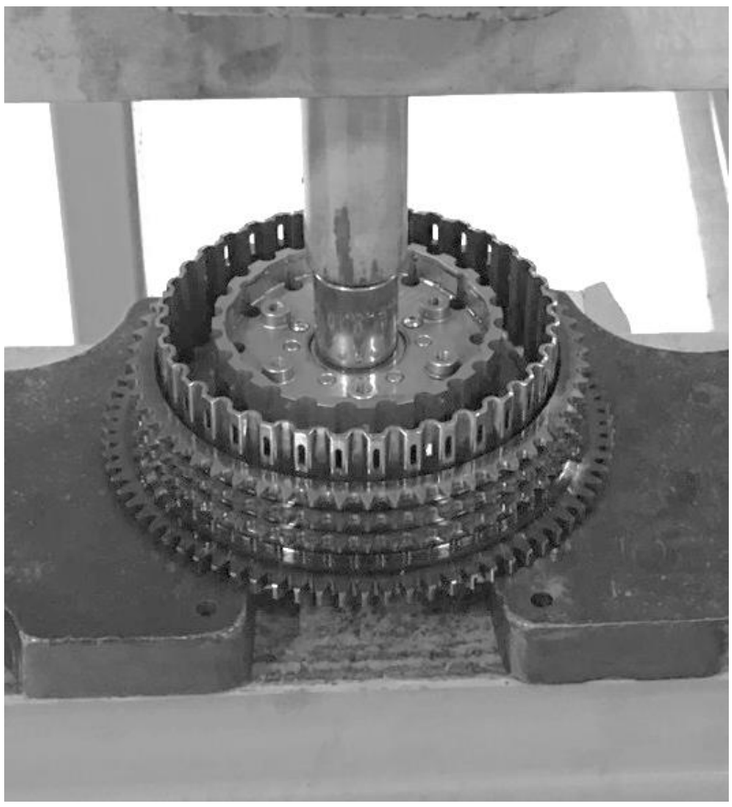
2. Preheat a conventional oven to 350°F (175°C), then place the OE basket in the oven for 15 minutes.

⚠CAUTION

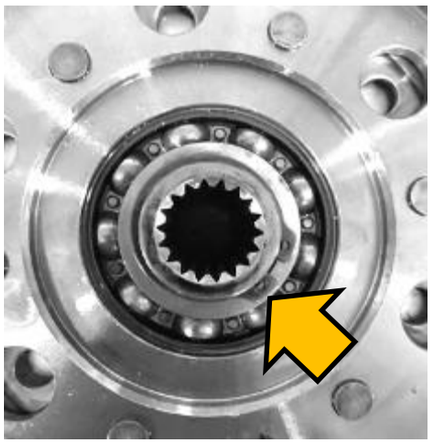
The basket will be HOT! Be sure to wear a protective covering on your hands when handling the basket.

3. Wearing a protective covering on your hands, remove the basket from the oven. Immediately install the Rekluse center hub into the OE basket. Use the press if needed to press the hub into the basket. Let the basket cool.

Note: *This thermal fit may allow for the Rekluse center hub to slide into the basket bearing without the need for a press.*

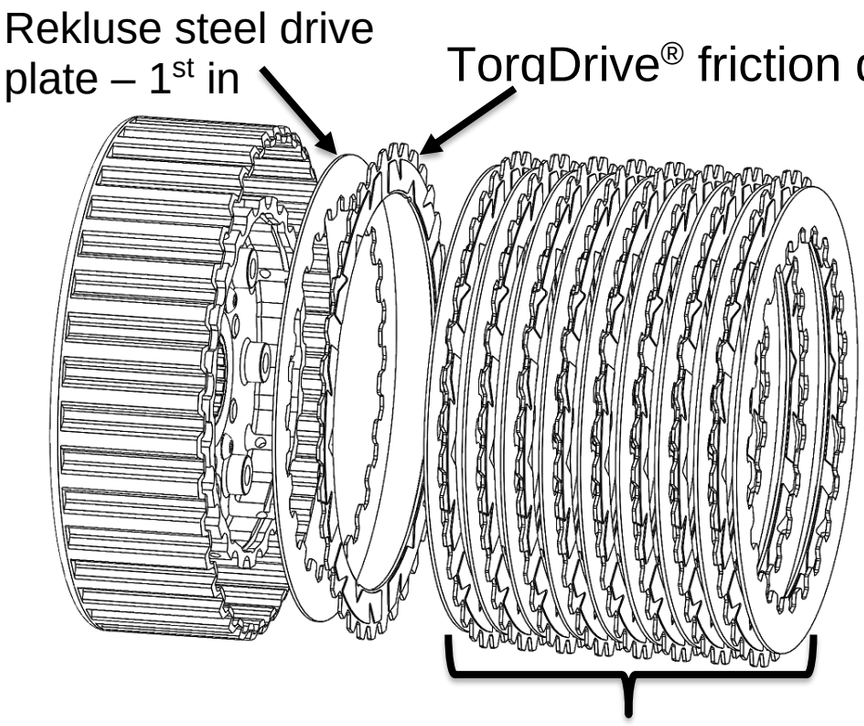


4. After the basket has cooled, flip the basket over and install the included **Rekluse 35 mm** retaining ring into the groove on the Rekluse center hub.



INSTALL THE CLUTCH PACK

1. Install a Rekluse steel drive plate 1st into the clutch basket, then install a TorqDrive® friction disk.
2. Continue to alternate Rekluse steel drive plates with TorqDrive® friction disks.



Total Clutch Pack

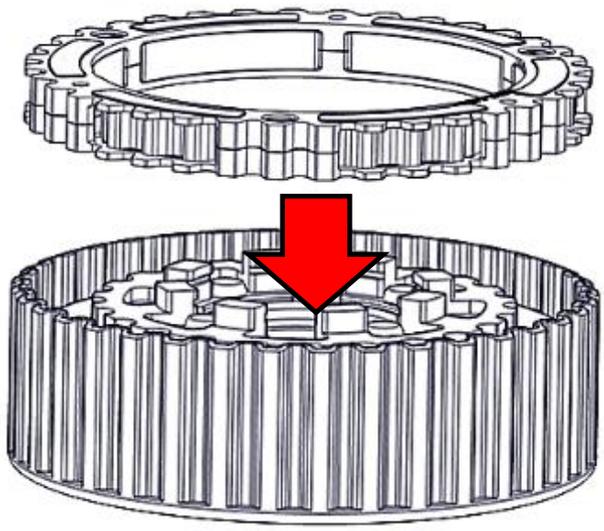
10 steel drive plates

9 TorqDrive® friction disks

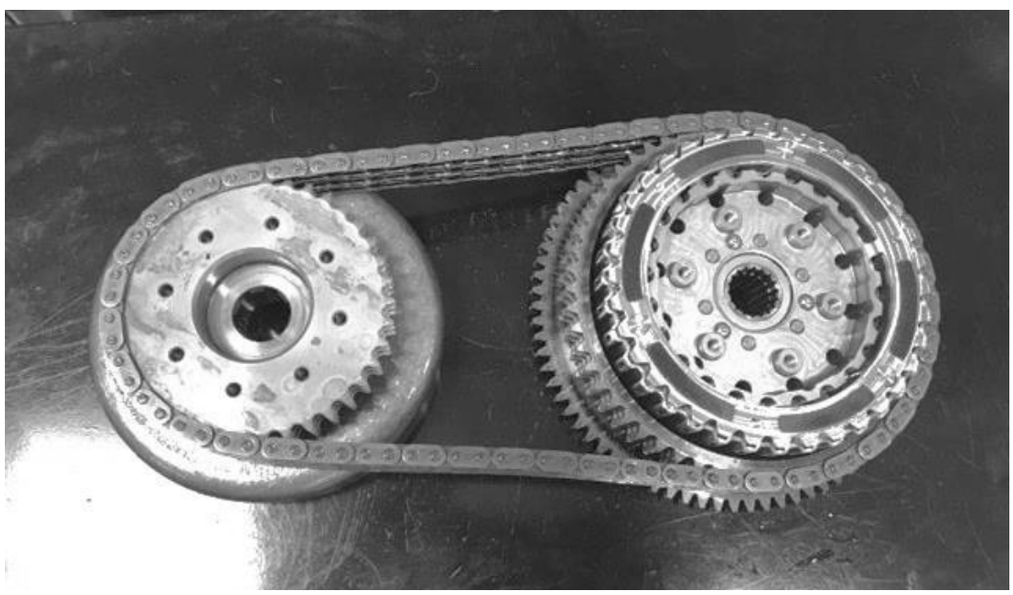
3. Install the EXP disk on top of the last steel drive plate.

Note:

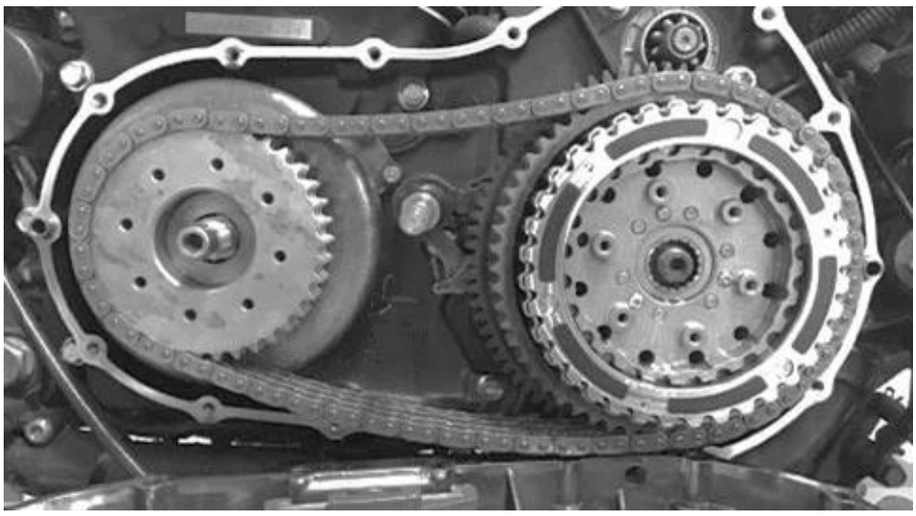
- *If your bike's idle RPM has changed from stock – meaning that it idles either higher or lower than the stock setting – see the **EXP Tuning Options** section to determine the best EXP spring setting before installing the EXP disk.*



4. Re-index the chain onto the drive gear and clutch assembly.

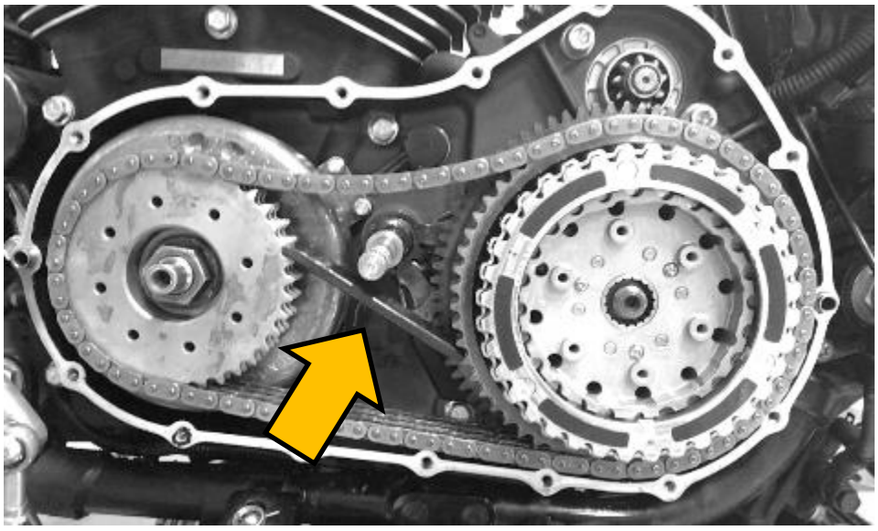


5. Install the drive gear, clutch assembly, and chain at the same time. Do this by grasping the drive gear and clutch assembly

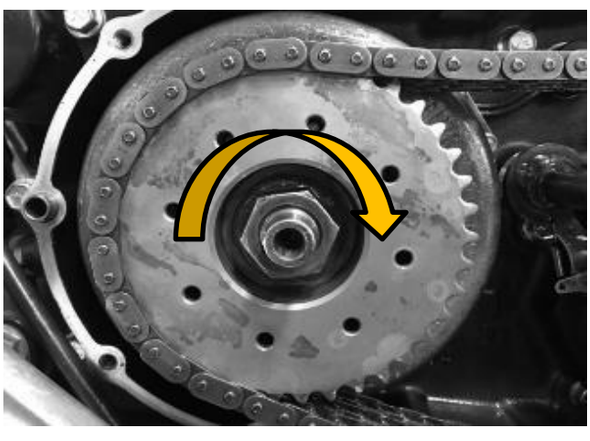


and firmly sliding them onto their respective shafts.

6. Place a primary wedge tool between the teeth of the drive gear and the clutch assembly gear. This will allow you to tighten the nuts.



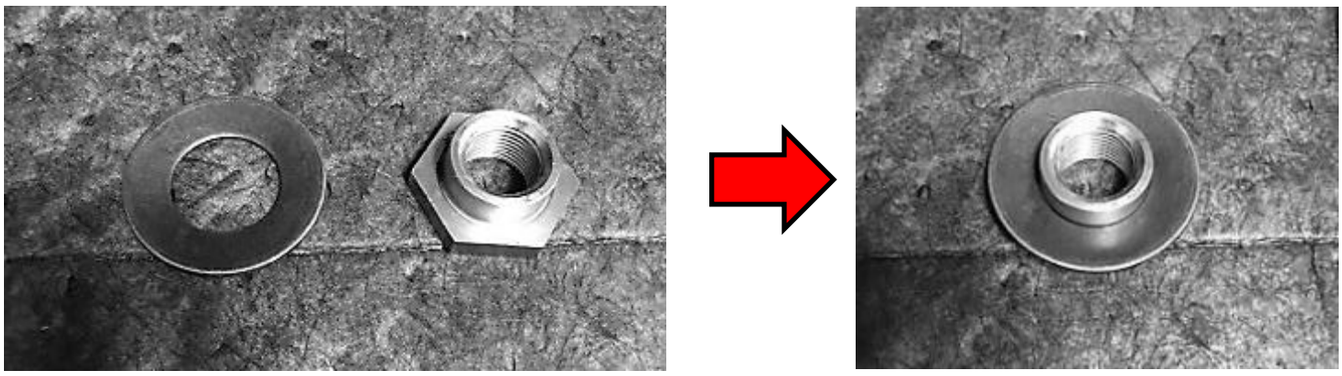
7. Apply 2 to 3 drops of the supplied Loctite 262 onto the threads of the crankshaft, then reinstall the OE crankshaft



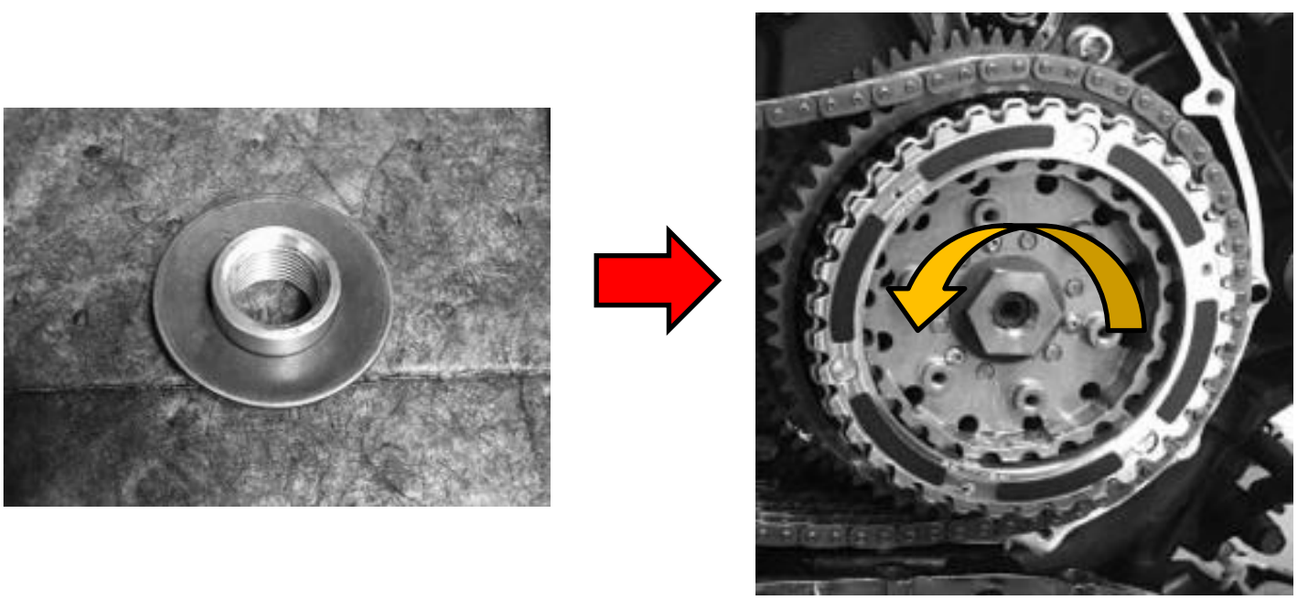
nut by turning it **clockwise**. Torque the nut to **240-260 ft-lb (325-353 N-m)** per OE specifications.

8. Apply 2 to 3 drops of Loctite 262 to the clutch shaft.

9. Reinstall the OE Belleville washer with the **cup-side facing up** on top of the OE center clutch nut.



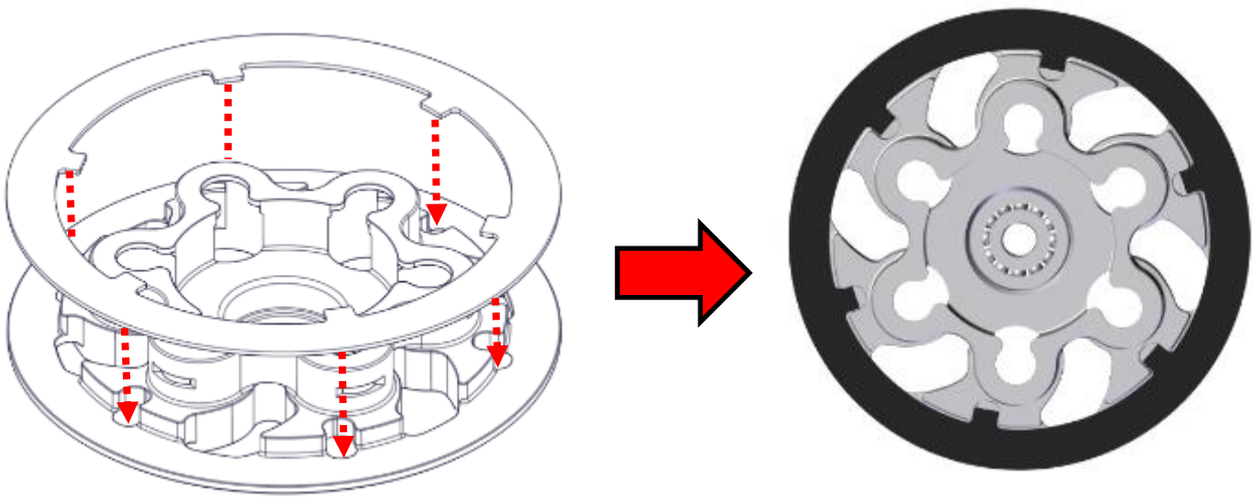
10. While keeping the OE Belleville washer on the nut, reinstall the center clutch nut onto the clutch shaft by turning it **counterclockwise**. Torque to **70 ft-lb (94 N-m).** *Be sure to keep the washer indexed as you tighten the nut.*



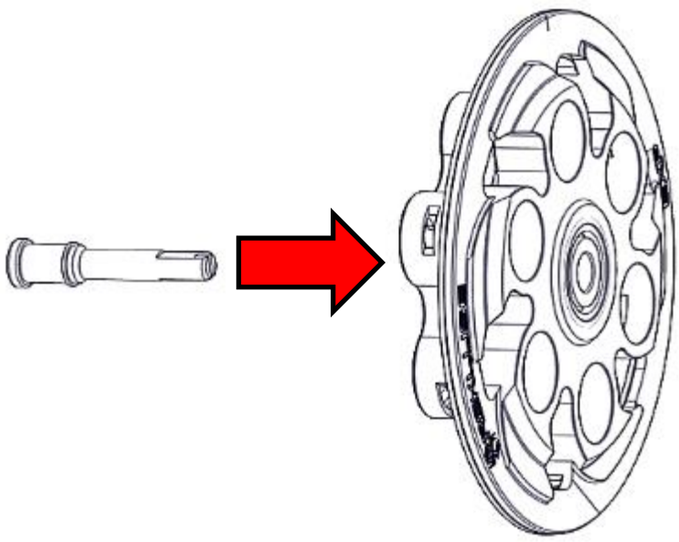
11. Remove the wedge tool.

INSTALL THE PRESSURE PLATE

1. Index the lining plate onto the backside of the Rekluse pressure plate, aligning the plate teeth with the machined notches in the pressure plate.

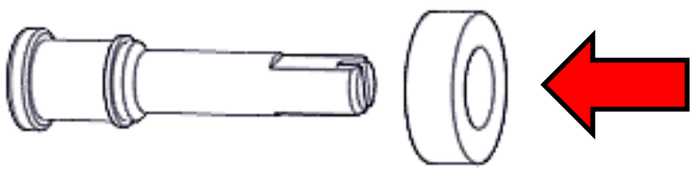


2. Install the OE throw-out through the backside of the Rekluse pressure plate.

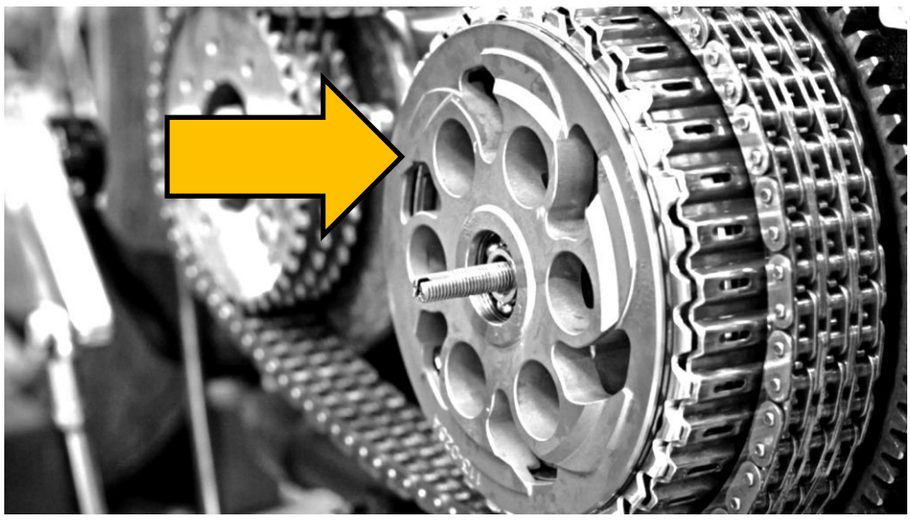


Note: ***1993-2003 Sportster models:***

Install the included throw-out spacer before installing the throw-out into the pressure plate.



3. Install the pressure plate assembly onto the clutch assembly.



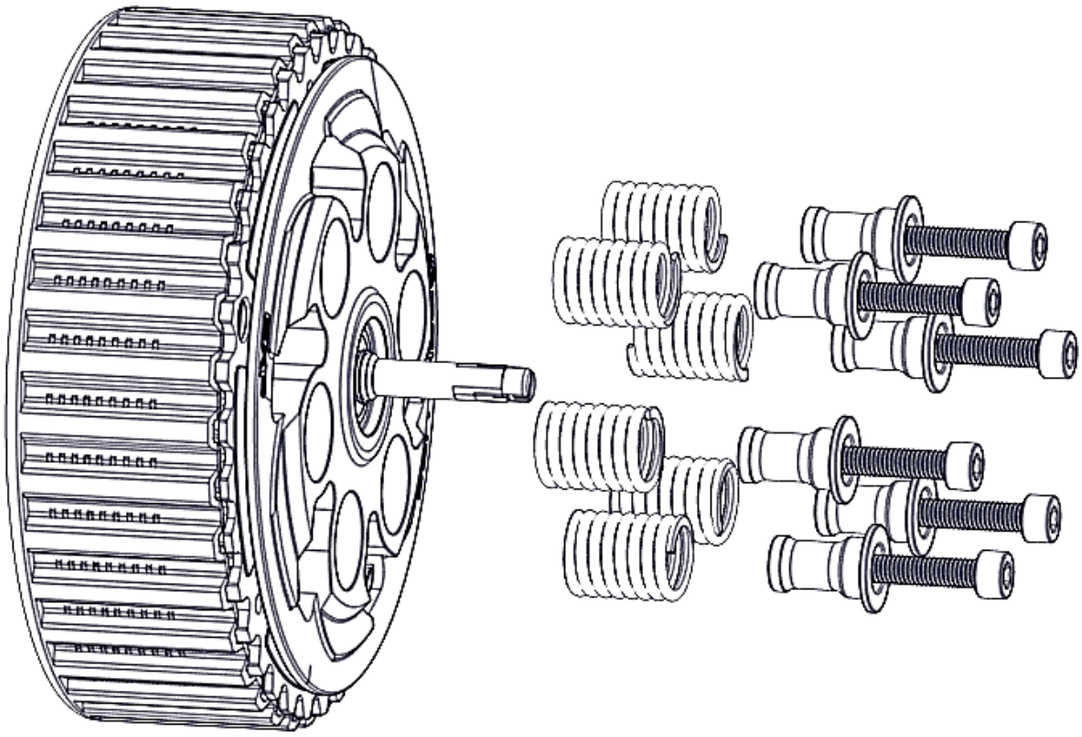
PRESSURE PLATE SPRING TUNING OPTIONS

Spring Color	Change in Lever Pull	Torque Capacity (lb.ft)	Change in Torque Capacity
6 Gold	-12%	94	Same as OE
3 Gold & 3 Blue	1%	107	16%
6 Blue	13%	120	30%

Heavier springs are availalble from Rekluse for purchase

4. If installing two different color springs, alternate them so the pressure is even.

5. Install the Rekluse pressure plate springs, then install the screw sleeves. Install the pressure plate screws into the screw sleeves.



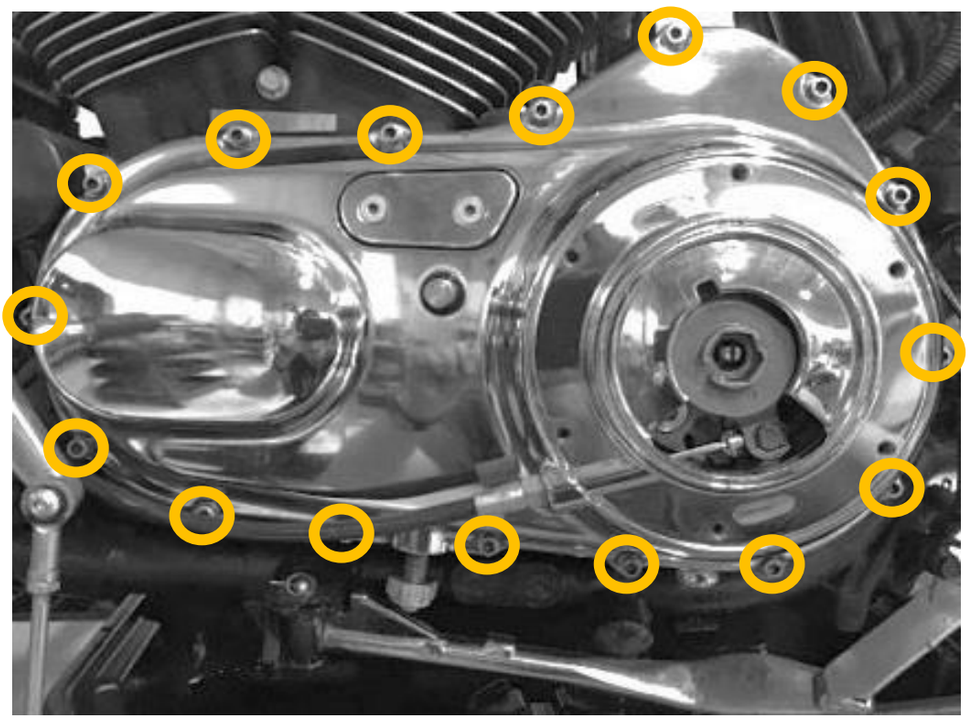
6. Torque the pressure plate bolts to **9 ft-lb (12 N-m).**

7. Reinstall the OE primary case gasket. Inspect the OE gasket for signs of wear. If needed, replace it with a new OE gasket.

8. Check the inside of the primary case cover to make sure the clutch actuating mechanism is indexed properly into the key slot on the backside of the case.

9. Reinstall the OE primary case cover.

Note: *The easiest way to perform this step is by first aligning the shifter shaft with the primary case and sliding it on part-way. Then, lift the drive chain over the chain adjuster and slide the primary case on the rest of the way.*

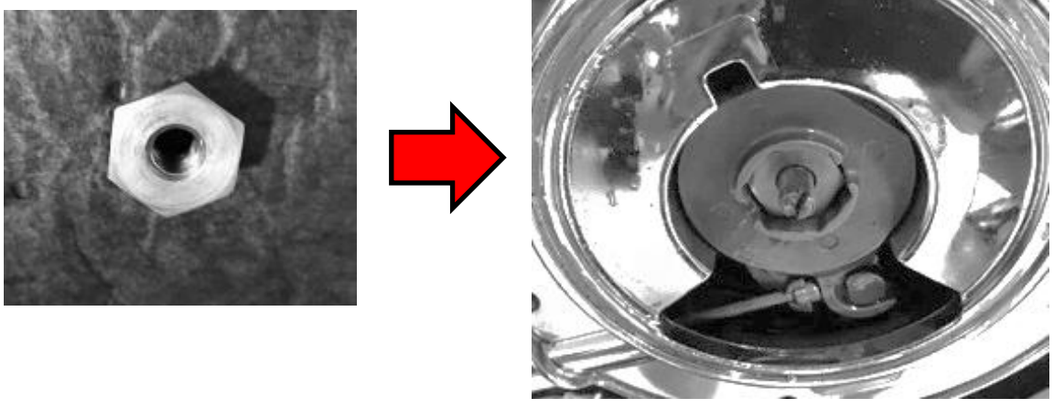


10. Torque the chaincase bolts to **80 in-lb (9 N-m).**

SET INSTALLED GAP

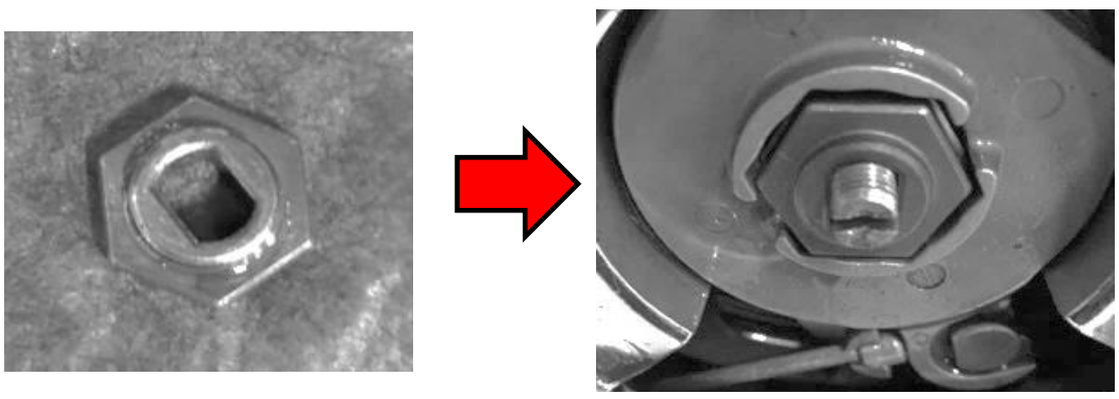
The “Installed Gap” is the space in the clutch pack created by the adjustment at the throw-out rod. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement.

1. Reinstall the OE threaded nut onto the OE threaded throw-out rod.



2. Turn the OE throw-out rod **counterclockwise** until you feel firm resistance. This position is knows as the ***Starting Point***.

3. Firmly turn the OE throw-out rod **1¼ turns counterclockwise past this starting point**, then install the OE lock nut on the clutch actuating mechanism. This adjustment sets the “Installed Gap.”

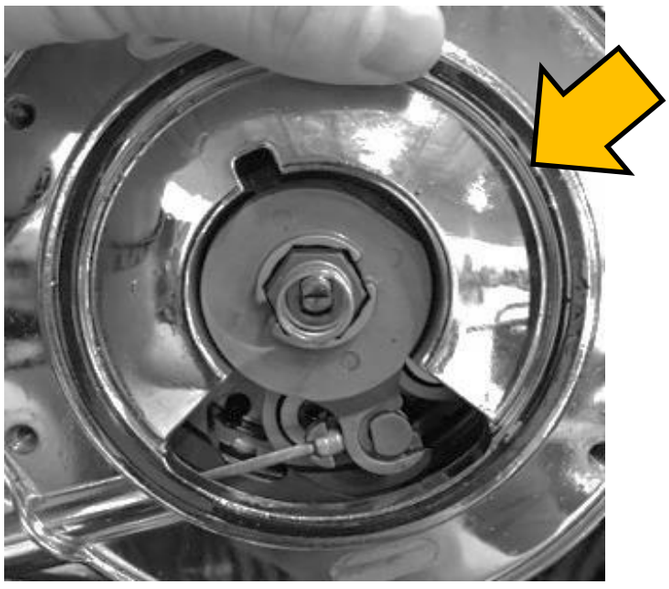


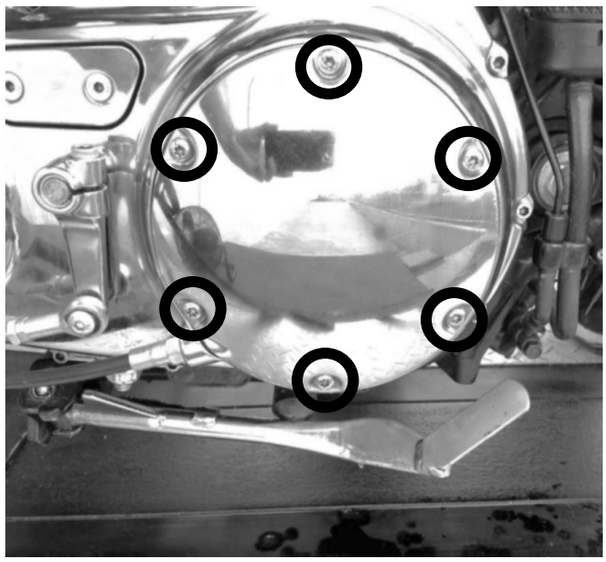
Note: If the lock nut will not fully index, turn the throw-out rod counterclockwise slightly until it fully indexes between the throw-out rod and the slot in the clutch actuating mechanism

FINISH INSTALLATION

1. Reinstall the OE clutch actuating mechanism spring by pressing it onto the lock nut in the clutch actuating mechanism.

2. Reinstall the gasket for the OE derby cover, then install the derby cover. *Lightly applying grease to the o-ring can help hold it in place when installing the derby cover.*





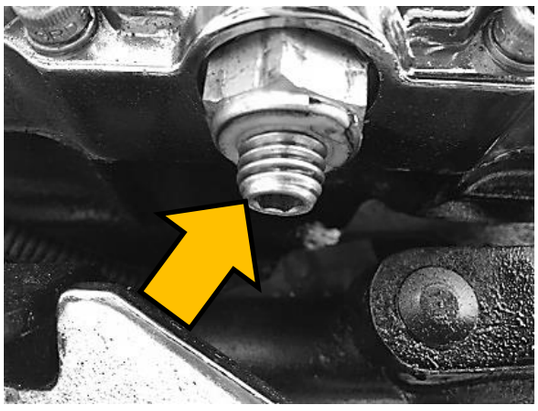
3. Torque the bolts to **40 in-lb (4.5 N-m)**.

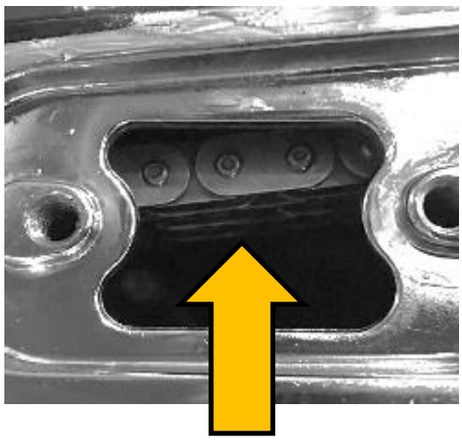
4. Remove and set aside the OE chain inspection cover and gasket.

Inspection cover

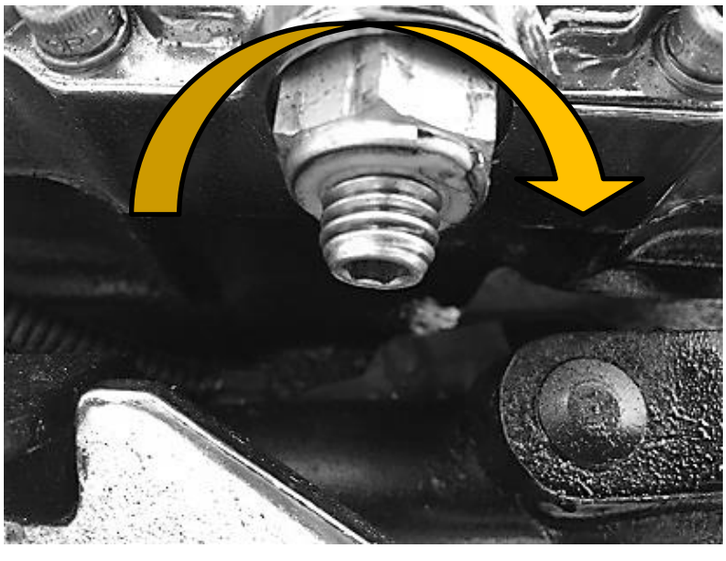
Gasket

5. Verify that the lock nut on the chain tensioner is still loose. Then, turn the adjustment bolt on the chain tensioner **clockwise** until the drive chain has **3/8”** to **1/2** of travel in it.

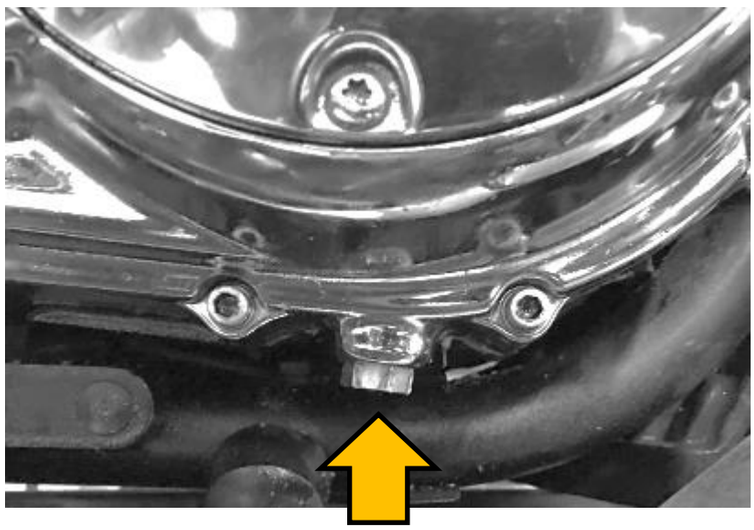




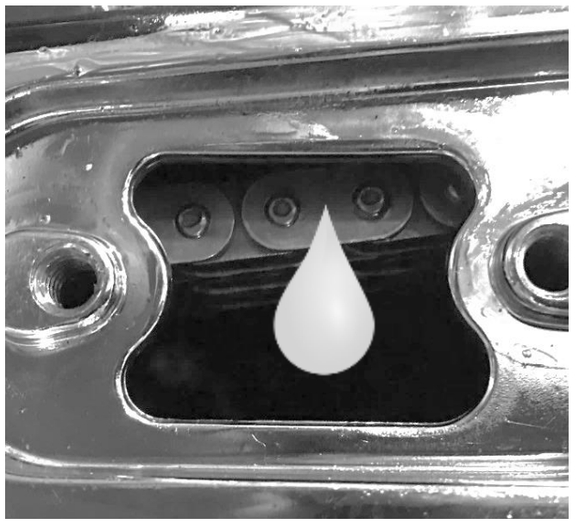
6. Taking care to keep the adjuster bolt from rotating, tighten the lock nut on the chain tensioner to **20 ft-lb (27 N-m)**.



7. Install the oil drain-plug. Torque to **14 ft-lb** (**19 N-m).**



8. Insert a funnel into the inspection window and pour 1 quart of OE recommend oil into the primary chaincase.



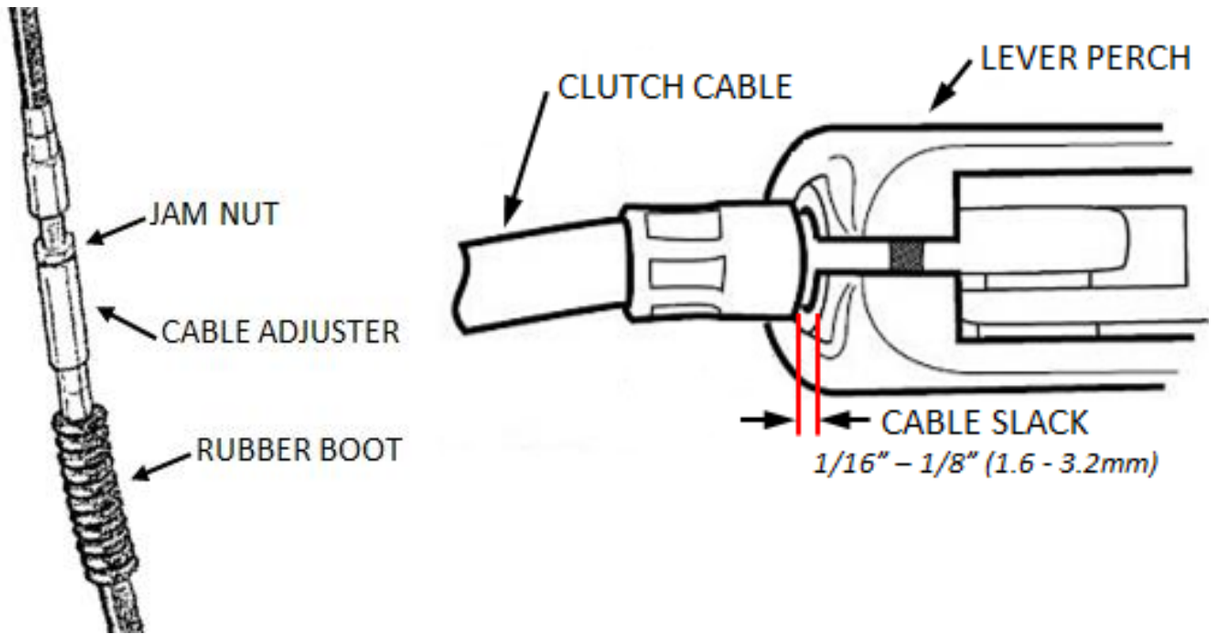
9. Reinstall the OE chain inspection cover gasket and inspection cover. Torque the bolts to **40 in-lb (4.5 N-m).**

10. Reinstall the shift lever onto its shaft followed by the footboards.

RESET THE LEVER FREE PLAY

“Lever free play” is essentially the “slack” in the clutch cable before it starts actuating the clutch. Applying a light finger pressure will take up this slack.

1. Expand the in-line adjuster until the cable slack is between 1/16” and 1/8” at the lever perch.



2. 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 are 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, check for Free Play Gain then skip to the “Adjust the Installed Gap” 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.

Checking Free Play Gain allows you to externally monitor the installed gap so you can know when to adjust 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.”

Lever with “slack” removed

Lever position around 4,000 RPM

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

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 for 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

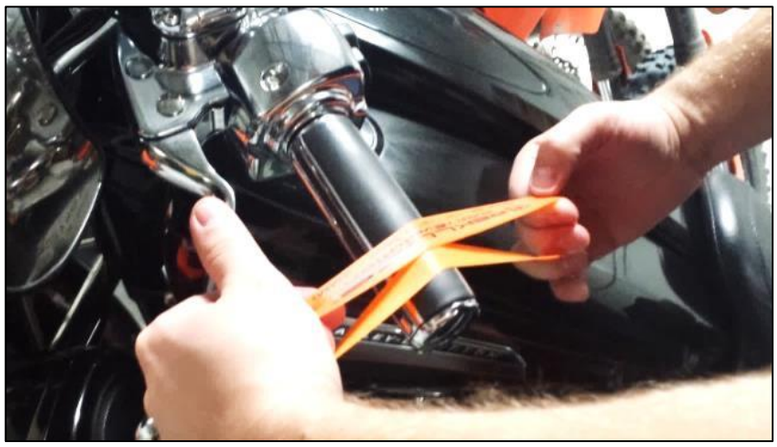
BEFORE YOU BEGIN, verify that the bike is in NEUTRAL before checking Free Play Gain. Failure to do so may result in the bike lurching forward, and loss of control and/or injury may result.

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.

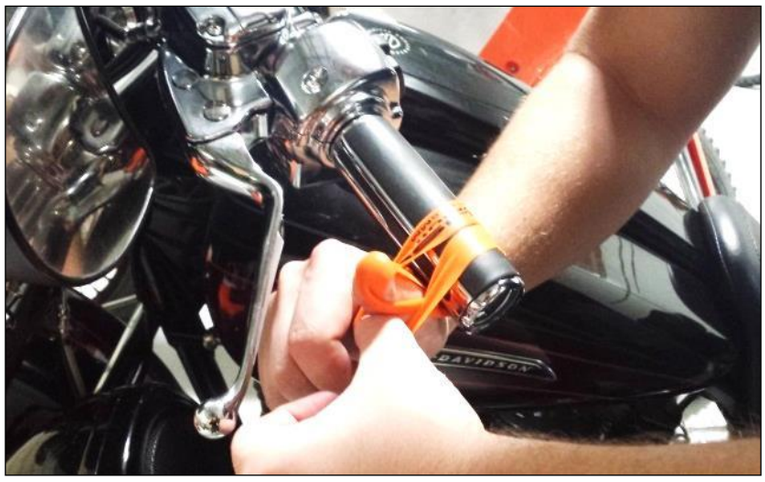
Motorcycles equipped with a Rekluse auto-clutch can move suddenly and unexpectedly and cause riders to lose control. To avoid death, serious injury, and/or property damage, always sit on the motorcycle to start it.

a) Before you begin, 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.

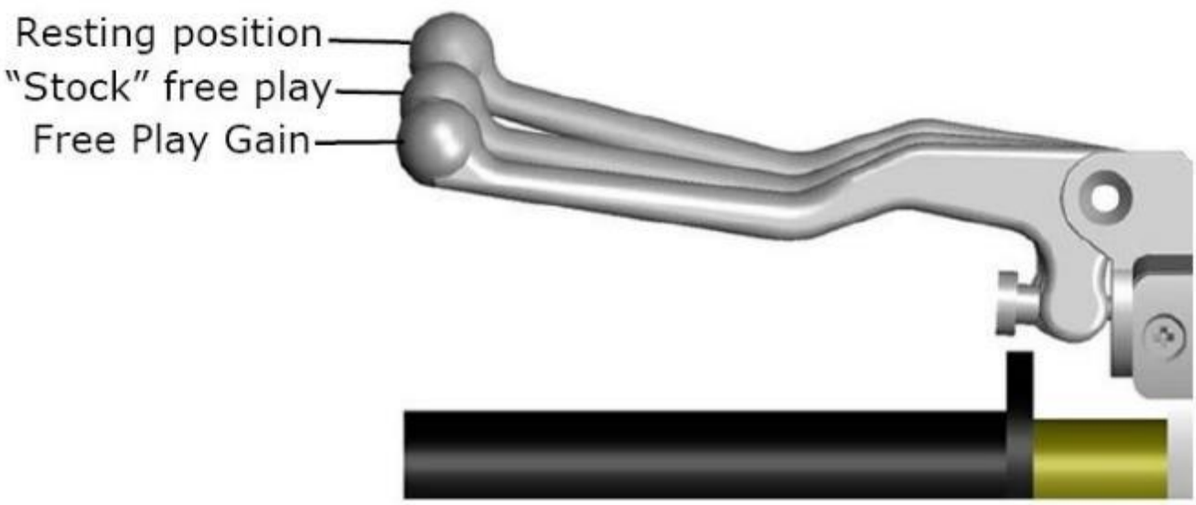


d) Pull the band through the loop, then attach it to the outside end of the clutch lever. This will take up the initial free play (slack) and put the lever in a position to detect the Free Play Gain.

e) While still in **NEUTRAL**, quickly rev the engine 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.

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

f) 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.

The Hand Method

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

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

b) With the bike at idle, apply enough pressure to the clutch lever to take up the initial free play (slack) in 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 bike returns to idle, rev the engine between 3,000-5,000 RPM a second time to verify the Free Play Gain again.

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 properly installed gap based on your Free Play Gain.

***Note:* Only the derby cover needs to be removed to tune or reset the installed gap.**

Symptom	Reason	Solution
• 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	The installed gap is too small	Turn the throw-out rod **counterclockwise** to increase the Installed Gap. Recheck Free Play Gain.
• Too little Free Play Gain: Clutch lever only moves slightly or does not move at all • Clutch slips • The bike seems to lose power	The installed gap is too large	Turn the throw-out rod **clockwise** to reduce the Installed Gap. It may be helpful to re-find the starting point. Recheck Free Play Gain.

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 and oil screen inspection process 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 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 still running, pull in the clutch lever, then shift the bike into 1st gear. Slowly release the clutch lever. The bike should stay running and in place, or have a slight amount of forward creep.	
3. With the bike idling in first gear, slowly apply throttle to begin moving. 4. Without using the clutch lever, accelerate moderately to approximately 3,500 RPM to fully lock up the clutch and come to a complete stop. Repeat 15 times.	 15 roll-on starts

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.*

5. Place the bike 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).	 Recheck Free Play Gain and adjust the installed gap

Note: *Your clutch pack will expand with heat, so final adjustment to Free Play Gain should be made when the bike is warm. Remember not to ride without sufficient Free Play Gain.*

Do not perform 2nd and 3rd gear starts with this product. Always keep the motorcycle in first gear when taking off from a stop. Taking off from 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. Read the included dynamometer sheet for more information.

EXP TUNING OPTIONS

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.

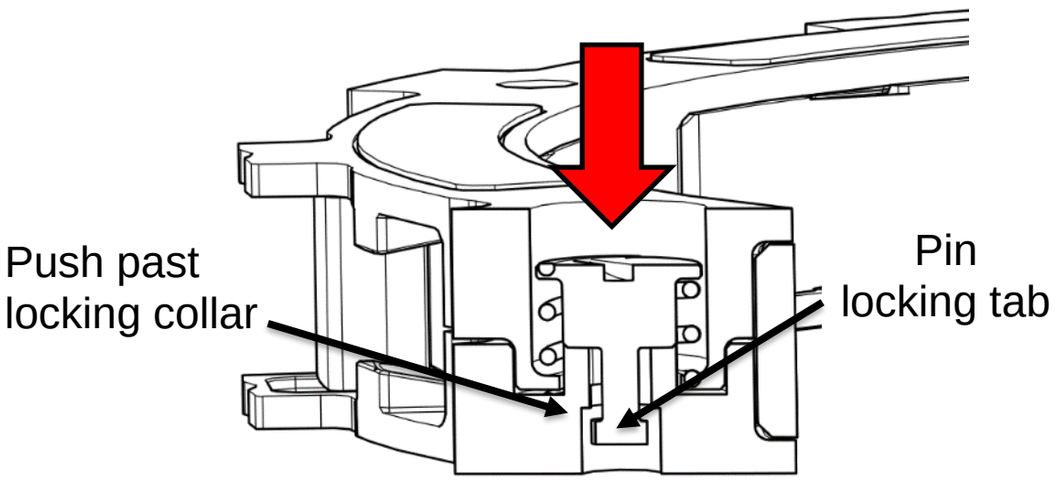
You can tune the engagement RPM of the EXP disk by changing the spring configuration. The EXP disk comes set with the recommended **“Medium”** setting from Rekluse, based on an idle of RPM = 1050. If your idle is higher than 1050 RPM, it may be best to install the “High” spring setting. A low idle may benefit from a low spring setting.

See the following chart for settings. Use the following steps to change the springs. It is **NOT necessary** to disassemble the EXP halves to change springs!

ENGAGEMENT SETTING	SPRING CONFIGURATION
	2004-2016 Sportster
Low	3 Gold & 3 Blue
Medium	6 Gold
High	3 Green & 3 Gold

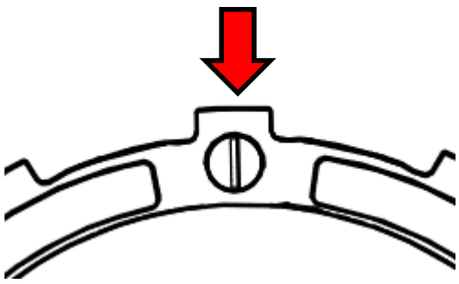
Changing the springs

1. Using a flat-blade screwdriver, push the ¼ turn pin in far enough for the locking tab to push out of the locking collar.
2. With the pin still pushed past the locking collar, turn 90° to remove the pin and spring.



3. Remove the remaining 2 pins and springs from the same side of the EXP base.

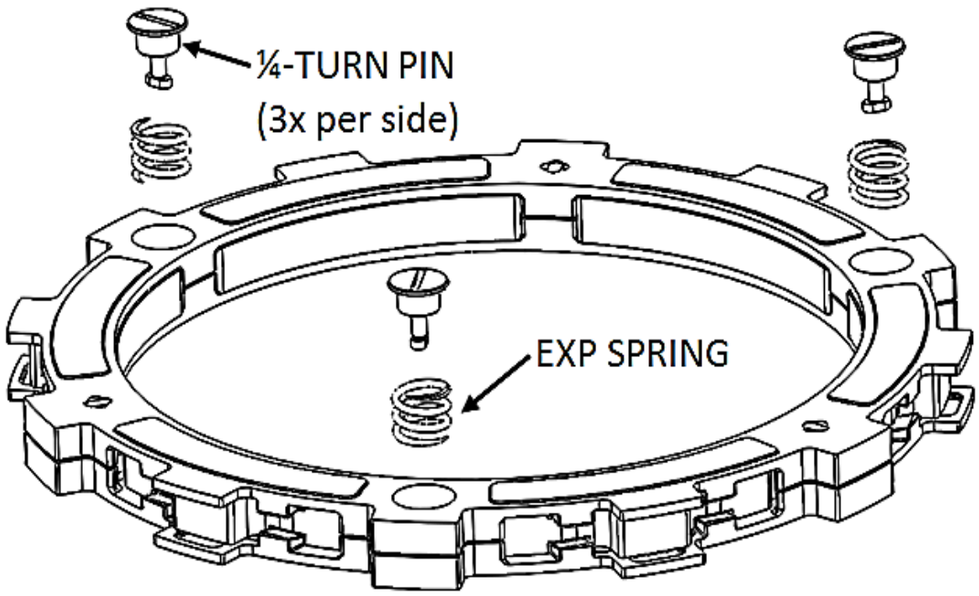
4. Drop a new spring into the spring slot on the base, then add the ¼ turn pin.



NOTE: *Lining up the slot in the pin with the tab in the EXP will align the pin in proper position for locking the pin.*

5. Push the turn pin in far enough to clear the locking collar, then turn 90° and release the pin. The pin should sit almost flush with the EXP base.

6. Flip the EXP friction disk over, and repeat on the other side depending on engagement preference.



7. If you need to disassemble the EXP disk, you can watch the video on our website under Tech Tips at www.rekluse.com/support/videos.

Note: *To maintain even pressure, when using two different color spring sets, install one set of 3 on one side of the EXP and the*

LEVER SAFETY STRAPS

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

These straps 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. Use the lever safety straps every time you park or leave the bike. **Refer to the Safety Information sheet for more information.**

1. Pull the lever tight against the handlebar.
2. Wrap the Velcro safety strap around the lever and handlebar, pull it tight, then fasten it.

Clutch Lever Strap: to prevent unwanted launching.

Brake Lever Strap: for use as a parking brake.

NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Phone

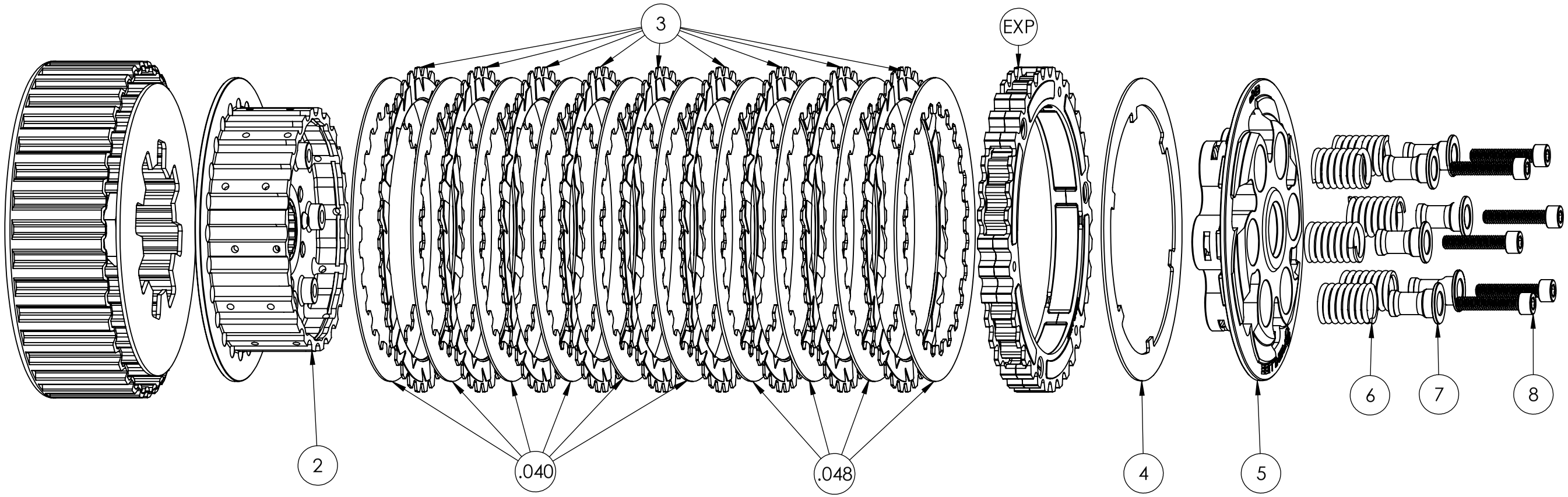
(208) 426-0659

Monday thru Friday: 8 am – 5 pm Mountian Time

Email

tech@rekluse.com

SETUP SHEET 198-7915006



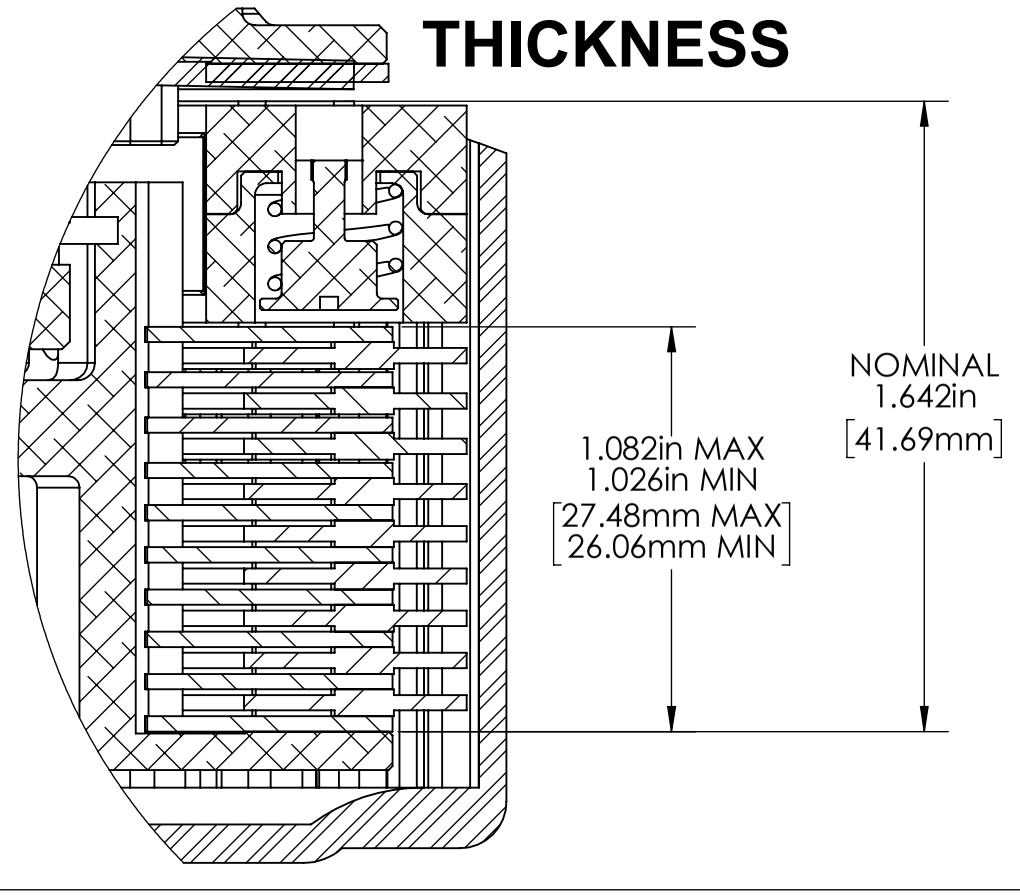
TUNING OPTIONS

ENGAGEMENT RPM SETTING	SPRING CONFIGURATION
LOW	3 BLUE & 3 GOLD
MEDIUM	6 GOLD
HIGH	3 GOLD & 3 GREEN

SERVICE LIMITS

COMPONENT	STANDARD	SERVICE LIMIT
TORQDRIVE FRICTION	.068-.072in 1.73-1.83mm	.065in 1.65mm
EXP	.588-.608in 14.9-15.4mm	.578in 14.7mm

CLUTCH PACK THICKNESS



COMPONENTS

ITEM NO.	DESCRIPTION	QTY.
.040	DRIVE PLATE - .040"	6
.048	DRIVE PLATE - .048"	4
2	CENTER HUB	1
3	TORQ DRIVE FRICTION	9
4	LINING PLATE	1
5	PRESSURE PLATE	1
6	PRESSURE PLATE SPRINGS	6
7	SCREW SLEEVE	6
8	M6 x 30mm SocketHeadCapScrew	6
EXP	EXP	1

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