



INSTALLATION & USER'S GUIDE

For Yamaha FZ-07, MT-07,
XSR700, and Tenere 700

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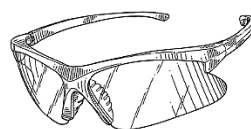
OVERVIEW

This guide shows you how to replace your OE (Original Equipment) or “stock” clutch parts with your new clutch pack.

- This kit will replace all the OE frictions and drive plates with a Rekluse TorqDrive® clutch pack and EXP disk.
- The OE pressure plate springs are replaced with high-quality Rekluse springs.

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.
- Protect eyes and skin – wear safety glasses and work gloves.
- Lay the motorcycle on its left side when replacing the clutch. This makes working on the clutch easier and eliminates the need to drain the oil. Catch any fuel that may drain from the bike.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- 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 OF OTHER AFTERMARKET PRODUCTS

- If your bike is equipped with an aftermarket clutch cable, you may find that the adjustment range in your cable is different than depicted in this manual.
- Bar risers may limit the travel necessary for your cable adjustment to achieve the necessary installed gap.
- 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. This may produce more clutch drag or harder shifts. The lever may be lighter, but you will have to pull the lever in farther to disengage the clutch.
 - Some aftermarket lever/perch combos may provide lever “free play” if desirable.
- This product is not compatible with hydraulic conversion kits. These kits make it difficult to achieve the necessary adjustment for the installed gap.

TOOLS NEEDED

- Fluid catch container
- 10 mm socket
- Dental picks
- Metric wrench set
- Torque wrench
- Metric hex key set
- Channel-lock pliers
- Needle-nose pliers

RECOMMENDED PARTS

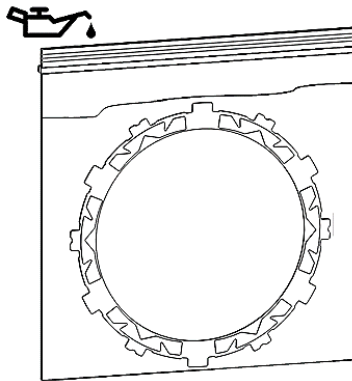
Rekluse recommends installing a new OE clutch cover gasket when reinstalling the clutch cover. This can be purchased from your local dealer.

INCLUDED PARTS

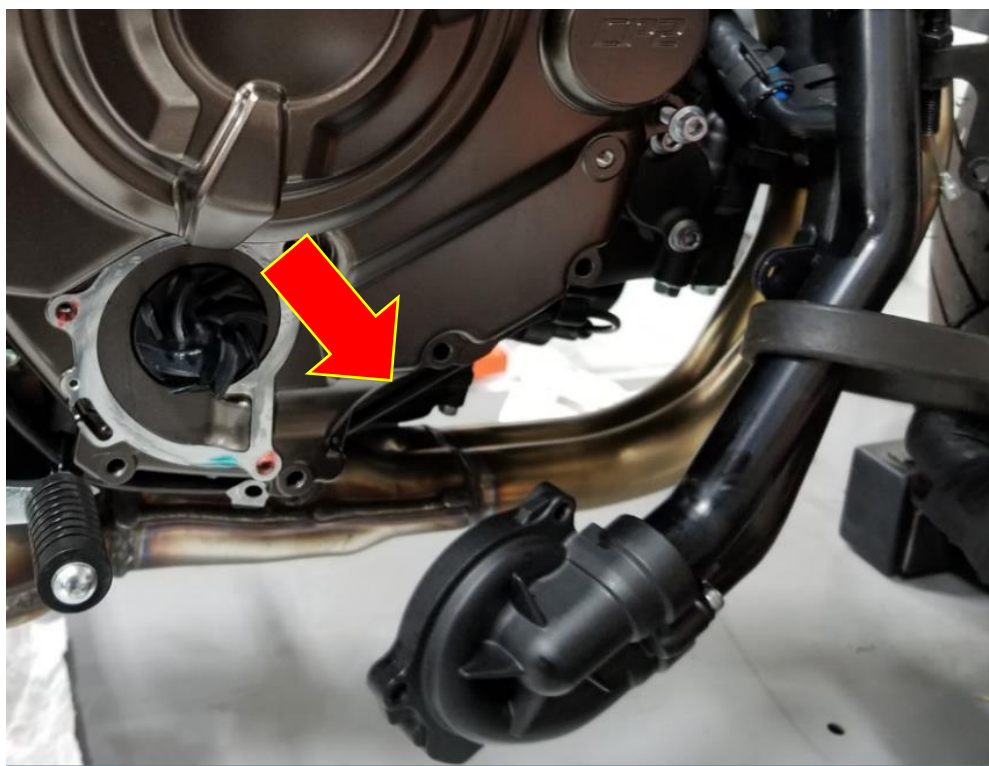
Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

DISASSEMBLE THE CLUTCH

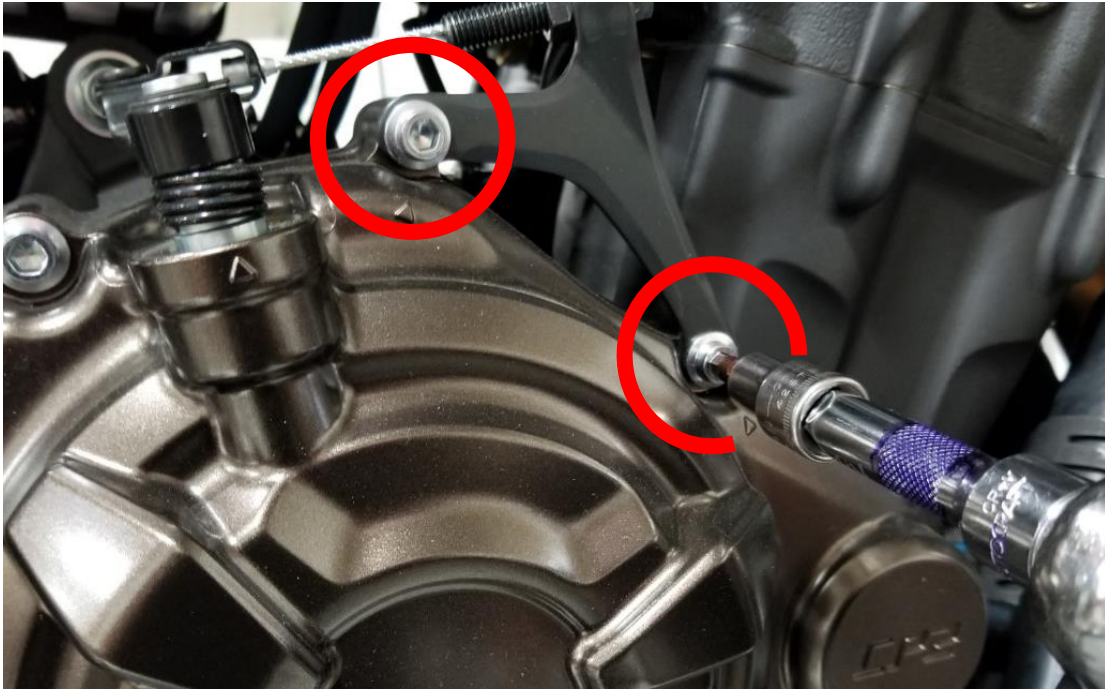
1. Soak the EXP disk and TorqDrive® friction disks in engine oil for 5 minutes. Make sure the EXP and friction disks are coated on both sides.



2. Stand the bike on a suitable bike stand, then drain the oil and coolant into suitable containers.
3. Use a hex key to remove the water pump cover. (The cover can be pulled back and held with a strap to keep it out of the way during installation.)



- Using the in-line cable adjuster, loosen the tension in the clutch cable so that the lever becomes sloppy at the perch.
- Use a hex key to remove the actuator arm bracket and move it to the side.



- Bend up the tab on the clutch actuator arm and unhook the clutch cable.

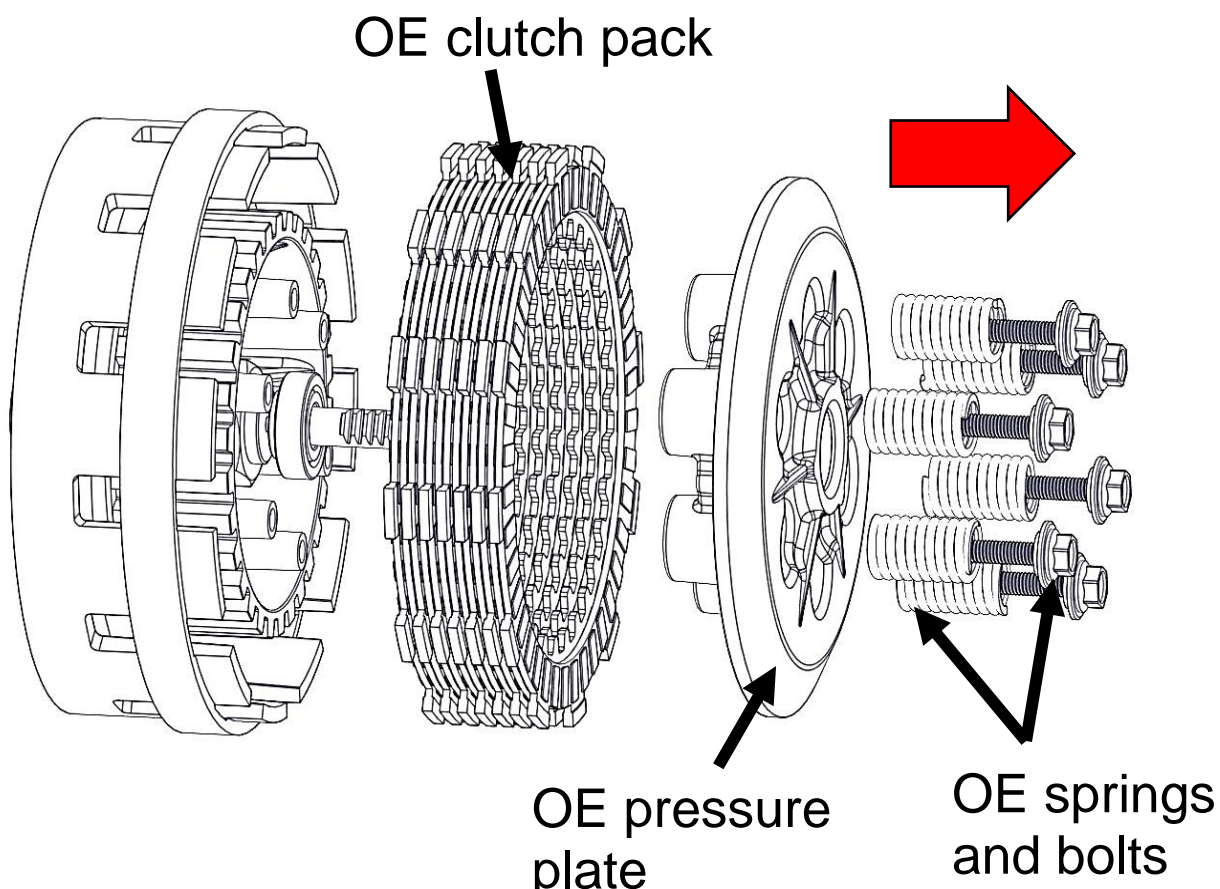


- Use an 8 mm socket to remove the clutch cover bolts.

8. Remove the clutch cover and gasket. Set these aside. They will be reused. If the gasket is damaged when removed, you will need to purchase a new one.

Note: Rekluse recommends installing a new OE clutch cover gasket when reinstalling the clutch cover.

9. Remove the OE pressure plate bolts and springs, pressure plate, and OE clutch pack.

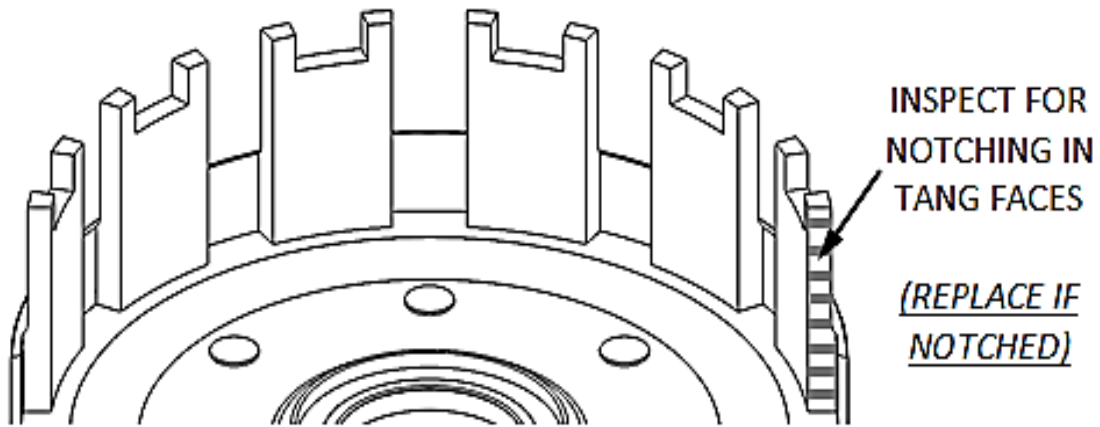


CLUTCH PACK INSTALLATION

1. Inspect the clutch basket for notching. Do not install sleeves or use product with a notched basket. Notched basket tang faces can cause the sleeves to break.

⚠ WARNING

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



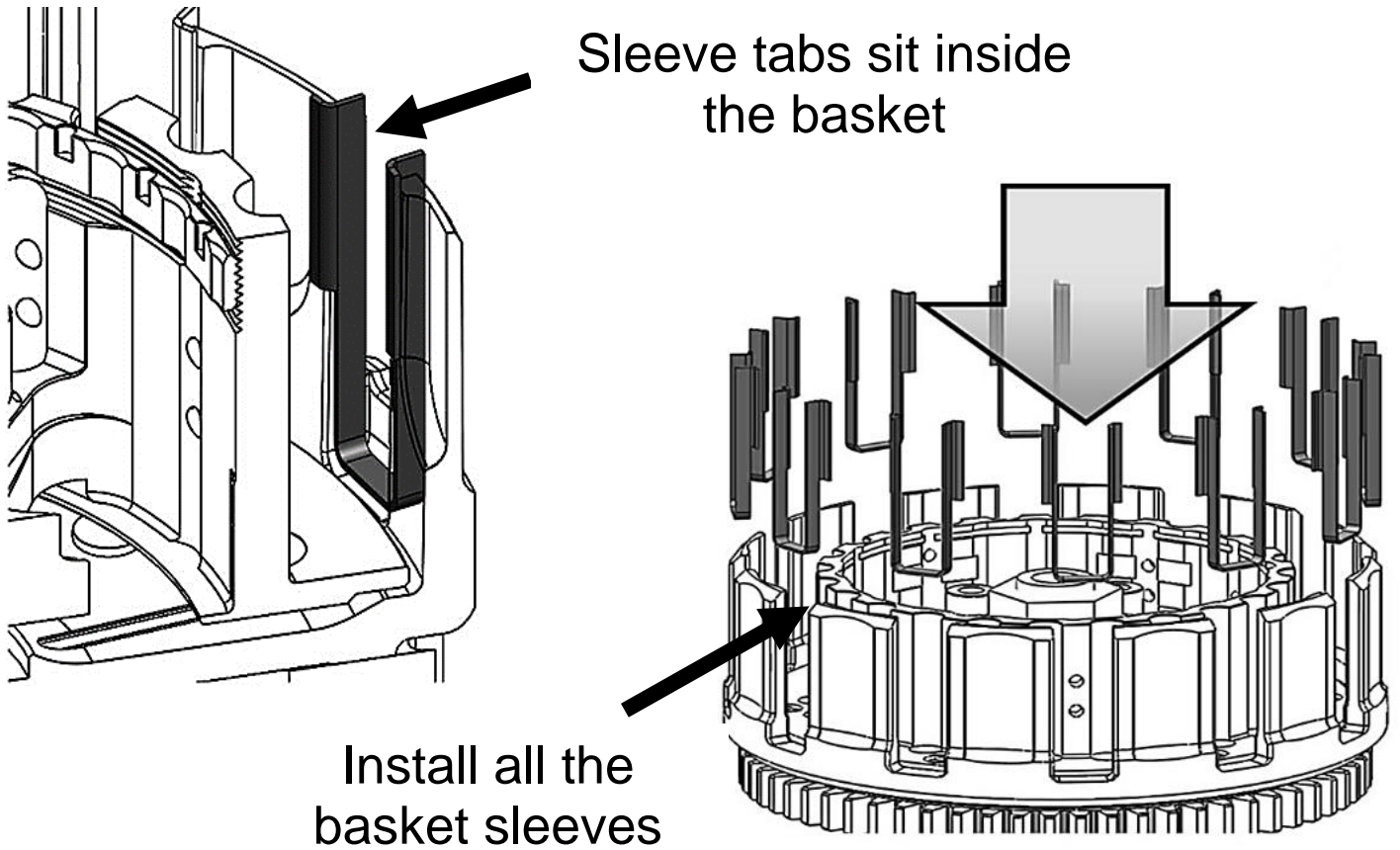
Notes for clutch pack installation

- Some friction disks are marked with a small colored dot. This mark is used for processing and can be ignored.
- Some OE baskets have “half slots” at the top of the basket tangs. Rekluse products require the entire clutch pack to be installed into the MAIN (deeper) basket slots. Do not use the “half slots.” See the following picture for reference.

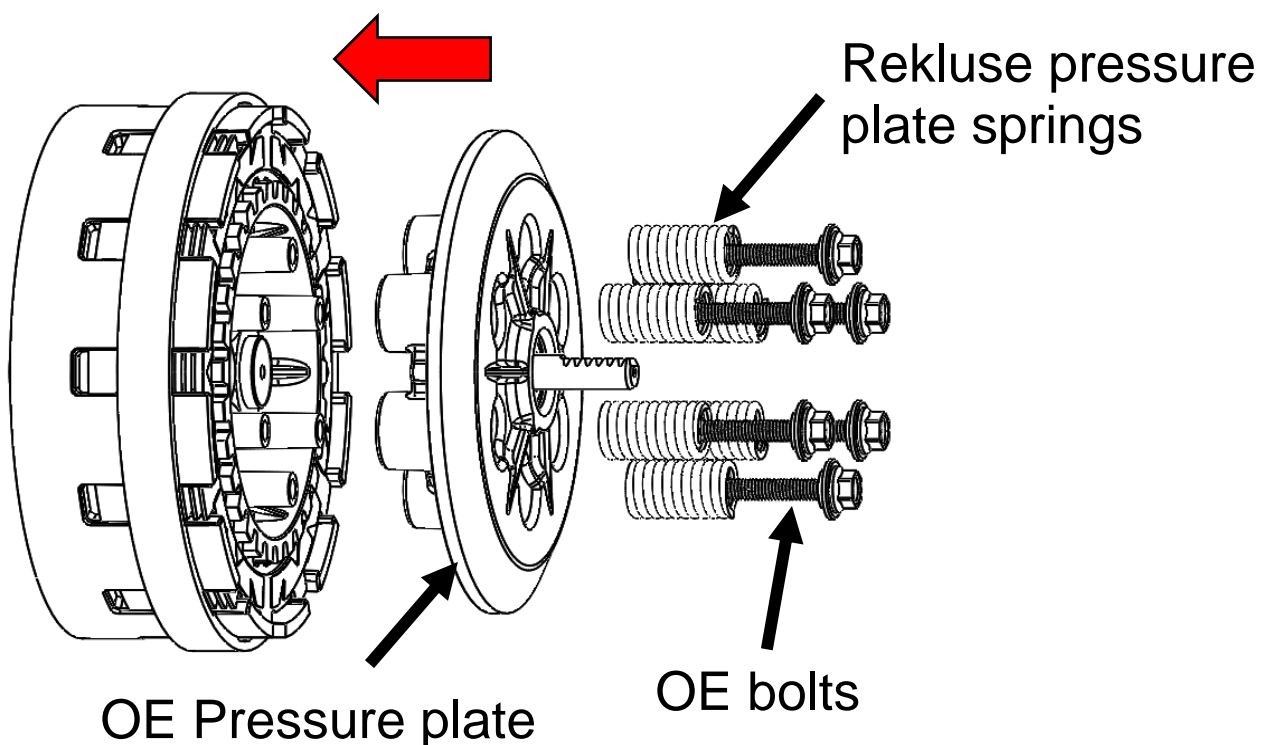


2. Install all of the Rekluse basket sleeves into the basket slots. Make sure the bottom of the sleeve is facing down, and the sleeve tabs sit against the inside of the basket. See pictures for reference.

Note: When seated in the basket, the sleeve tops will sit flush or just below flush with the top of the basket.



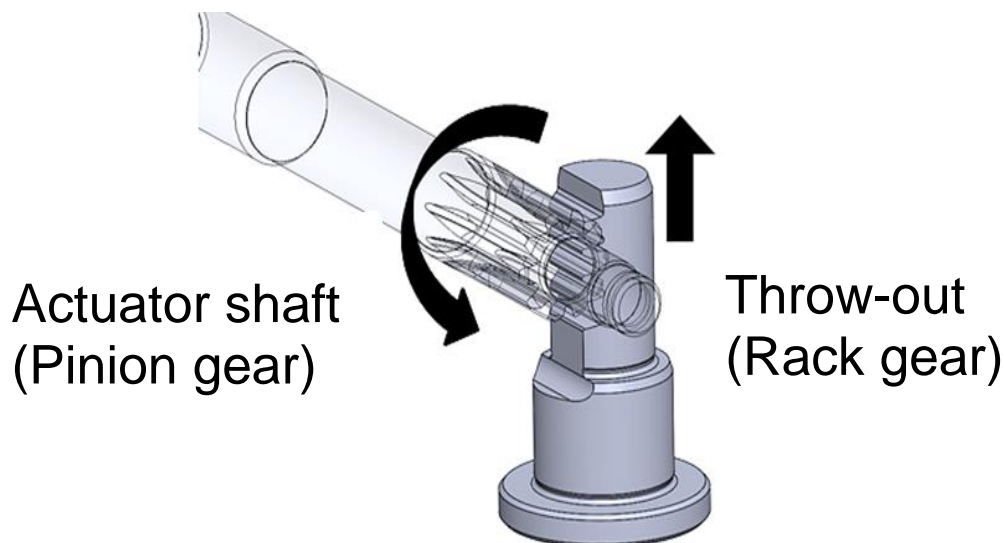
3. Install the Rekluse Clutch pack. **Refer to the included setup sheet at the back of the manual for proper clutch pack configuration and specifications**
4. Reinstall the OE pressure plate, then install the Rekluse pressure plate springs.
5. Reinstall the OE pressure plate bolts and torque them in small increments in a star pattern to OE specifications.



CLUTCH COVER INSTALLATION

Before securing the clutch cover in place or reattaching the clutch cable to the actuator arm, follow the next steps to achieve the correct actuator arm orientation to ensure adequate cable travel during use.

Note: *The clutch actuation mechanism is a rack and pinion system. Because there is limited cable adjustment at the in-line cable adjuster, you will be performing most of the adjustment at the actuator shaft (pinion gear).*



1. Reinstall the OE clutch cover gasket (or new OE gasket) on the clutch cover.
2. Align the teeth on the throw-out with the actuator shaft in the clutch cover, then push the clutch cover into place over the clutch until it is snug against the engine case.
3. Check that the actuator arm position is close to perpendicular to the clutch cable.
 - a. If the actuator arm is in the correct position, continue with step 4.

- b. If the actuator arm is not perpendicular to the cable, gently pull the cover off and move the actuator shaft one gear tooth on the throw-out. Replace the clutch cover and recheck that the actuator arm position is in the correct position.



4. When the actuator arm is in the correct position, lightly tighten the cover bolts in a star pattern.

NOTE: Reinstall all the bolts except for the water pump cover and actuator arm bracket bolts.

6. Reinstall the cable actuator arm bracket.
7. Lightly tighten the cover bolts in a star pattern, then torque the clutch cover bolts in small increments in a star pattern to OE specifications.
8. Reinstall the water pump cover, then torque to OE specifications.

9. Reinstall the clutch cable to the clutch actuator arm, then bend the tab down to lock the cable in place. This may require channel-lock pliers to reattach.



10. Add oil and coolant according to the OE instructions.

SET THE INSTALLED GAP

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

The two jam nuts at the clutch cable support bracket are used to set the installed gap. The jam nut that is closer to the front of the bike will be used to tighten that cable slack and set the installed gap. The rear jam nut is used to lock in the optimal setting once it is determined.

1. Tighten the front jam nut so there is no slack in the clutch cable (the clutch lever will become tight against its perch).

2. Once all the cable slack is gone, tighten the front jam nut about 3 turns, so that the clutch actuator arm starts to move. This is your **starting point** for finding the correct installed gap.



3. Make adjustments using the front jam nut and perch adjuster to set the installed gap based on the lever Free Play Gain. (Instructions in the following section.)
4. Once Free Play Gain is correct, you will tighten the rear jam nut to secure your cable adjustment setting.

CHECK FREE PLAY GAIN

You must understand how to verify the correct installed gap by checking Free Play Gain.

Setup, break-in, and rechecking the installed gap is CRUCIAL. Failure to properly maintain your installed gap can result in premature wear or failure of your clutch.

The installed gap is what allows the auto function of the product to perform properly. 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.

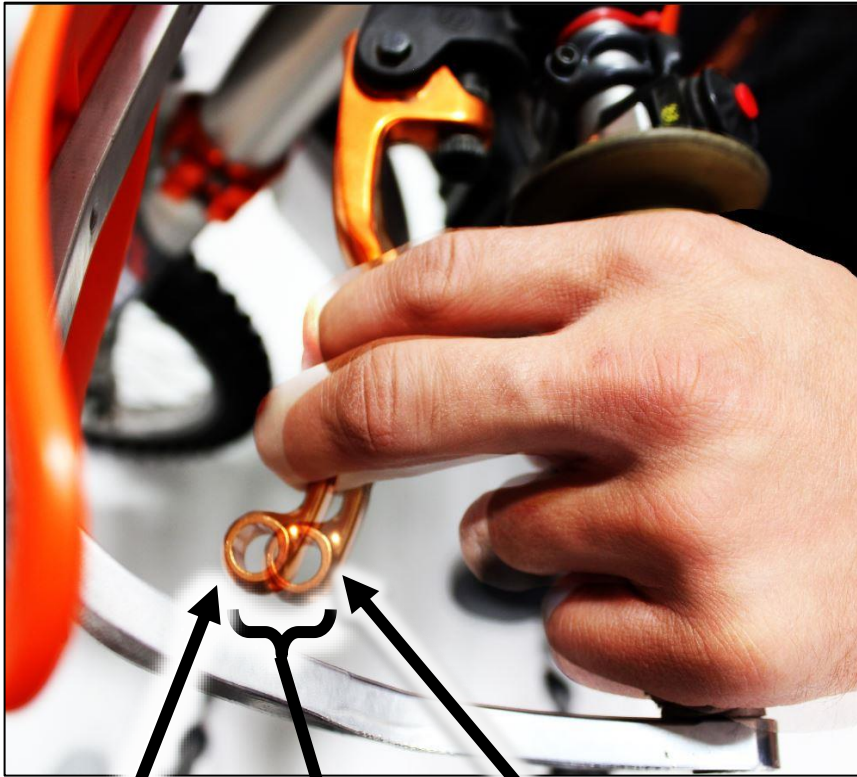
Learn how to check Free Play Gain

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 www.rekluse.com/support/videos.

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
5,000 RPM

Free Play Gain

1/4”-3/8” (6 mm-9.5 mm)
lever movement

If there is too much Free Play Gain, the installed gap is too small.

- The bike may drag and stall because it has difficulty disengaging the clutch.
- It may also be difficult to shift.
- Too much Free Play Gain will not hurt the clutch, but it will negatively affect clutch performance.

With too little or no Free Play Gain, the installed gap is too large.

- This means when the EXP is fully expanded it does not lift the pressure plate.

- The clutch may slip and make the bike seem like it is losing power.
- The bike may not move forward even though the engine RPM increases as if the clutch lever is slightly pulled.
- Too little Free Play Gain will cause the clutch system to burn up.

Optimal Free Play Gain yields 1/4"- 3/8" (6 mm-9.5 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 setup. 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 the clutch lever is 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.



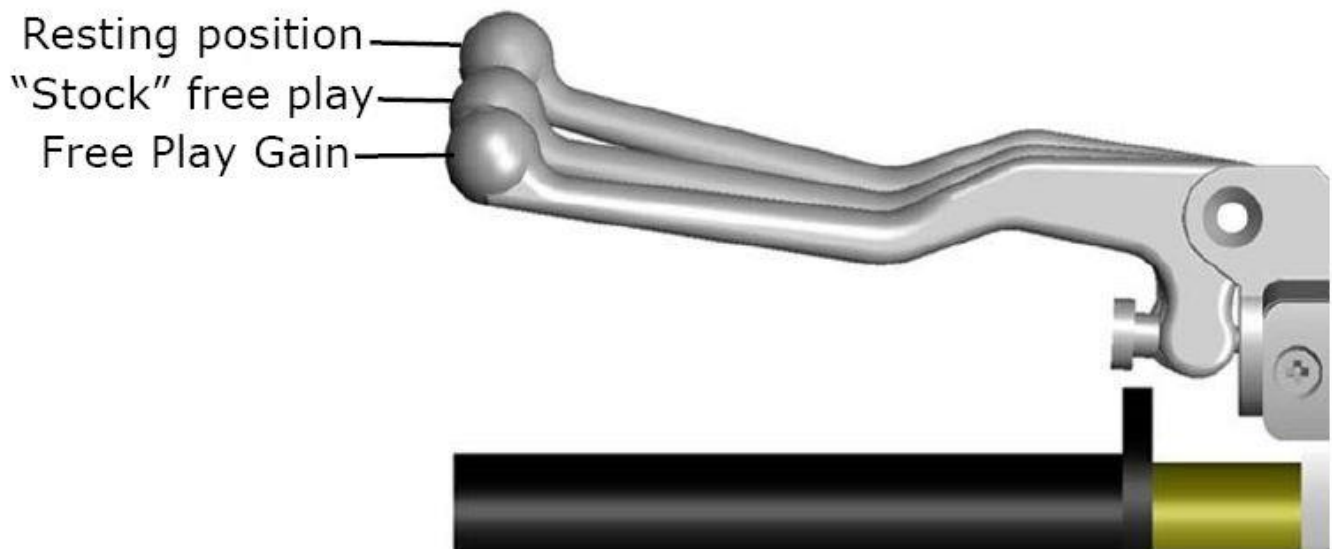
- d) Pull the band through the loop, then attach it to the outside end of the clutch lever. This will take up the initial free play (slack) and put the lever in a position to detect the Free Play Gain.



- e) While still in **NEUTRAL**, quickly rev the engine between 5,000-7,000 RPM (1/2 to 3/4 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 5,000-7,000 RPM so you can observe the movement while feeling 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 5,000-7,000 RPM (1/2 to 3/4 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 5,000-7,000 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 “**Error! Reference source not found..**” 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.

Adjust the Installed Gap

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


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

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 the throttle to begin moving.
4. Without using the clutch lever, accelerate moderately to approximately 5,000 RPM to fully lock up the clutch and come to a complete stop. Repeat 10 times.



10 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. Without using the clutch lever, start in 2nd gear, then accelerate moderately to approximately 5,000 RPM and come to a complete stop. Repeat 10 times.



10 roll-on starts

6. Place the bike in **NEUTRAL** and recheck Free Play Gain. Adjust the installed gap if necessary.



Recheck Free Play Gain and adjust the installed gap

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

CAUTION

Do not perform 3rd gear starts with this product. Starting in 3rd gear will burn up the clutch and decrease the performance of this product in a short amount of time.

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: Use to prevent unwanted launching.

Brake lever strap: Use as a parking brake.



CLUTCH LEVER STICKER

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



TROUBLESHOOTING

Clutch Drag:

- Cold Drag Only – If drag occurs only while the bike is cold, oil is the most likely cause. Be sure to warm up the bike before riding/racing. The use of new or lighter-weight oil can help to minimize cold drag.
- Hot and Cold Drag –Check for any warped steel drive plates or frictions in the clutch pack, or other signs of wear caused by extreme heat.

Clutch Slip:

- If clutch slip occurs, inspect the clutch for signs of wear or heat.

MAINTENANCE

To keep your clutch performing at its best, perform regular maintenance on your bike and clutch. Clutch longevity and performance are greatly increased with oil quality and other bike factors that reduce engine heat.

- 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 dependent on the rider's use.
- Inspect and replace basket sleeves if they appear to be notched from friction disks.
- Keep up with regular oil changes as per the bike manufacturer's recommendations. Clutch performance and longevity depend on oil quality.
- Repeat the break-in procedure anytime you replace the friction disks. Always soak friction disks in new oil for at least 5 minutes before installing.

Disk inspection examples

When inspecting the clutch pack, the following pictures can be used as a reference. **These are best viewed in color at:** www.rekluse.com/support

Drive Plates – If the clutch pack is getting high amounts of heat, purple, blue, or black color can be seen on the drive plate teeth. See the pictures below. Not all drive plates look the same and may look different than pictured.



Normal Heat

High Heat
(Blue)

Excessive Heat
(Black)

Friction Disks – Due to the dark color of the friction material, the friction disks will appear almost black as soon as they are put in oil. During inspection, look for glazing of the friction material. Glazing will appear shiny and feel like glass, even after the oil is cleaned from the friction disk. Not



Normal
Friction



Glazed
Friction

all friction disks look the same and may look different than pictured.


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.

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.

Configuration chart

LOW SETTING



HIGH SETTING

EXP Springs Settings	
6 Silver	
3 Silver &	3 Red
6 Red	
3 Red &	3 Blue
6 Blue	
3 Blue &	3 Gold
6 Gold	
3 Gold &	3 Green
6 Green	
3 Green &	3 White

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.

With correct Free Play Gain and the bike in gear, the bike should move forward under a slight opening of the throttle. If not, one of the following symptoms is likely:

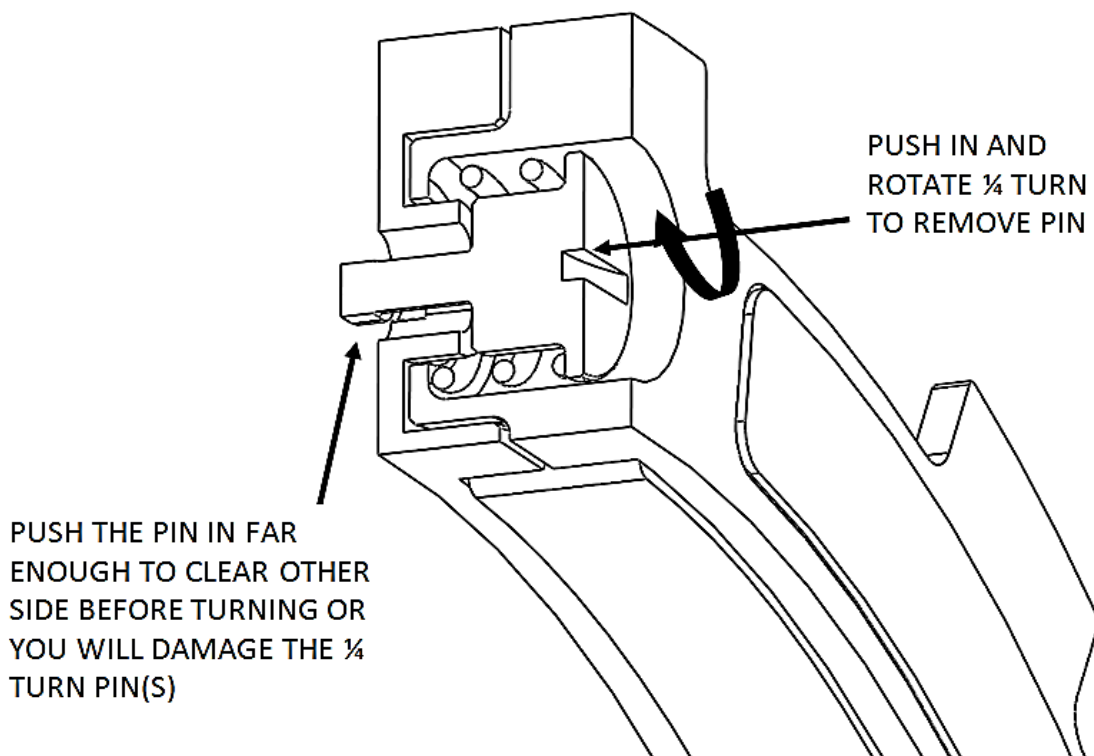
- **HIGH IDLE:** The bike moves forward with the throttle fully closed. Solution: reduce idle RPM.

- **LOW IDLE:** The bike moves forward after engine RPM becomes noticeably higher than idle RPM. Solution: increase idle RPM.

Changing the EXP springs

Use the following steps to change the EXP spring configuration. It is **NOT necessary** to disassemble the EXP halves to change springs!

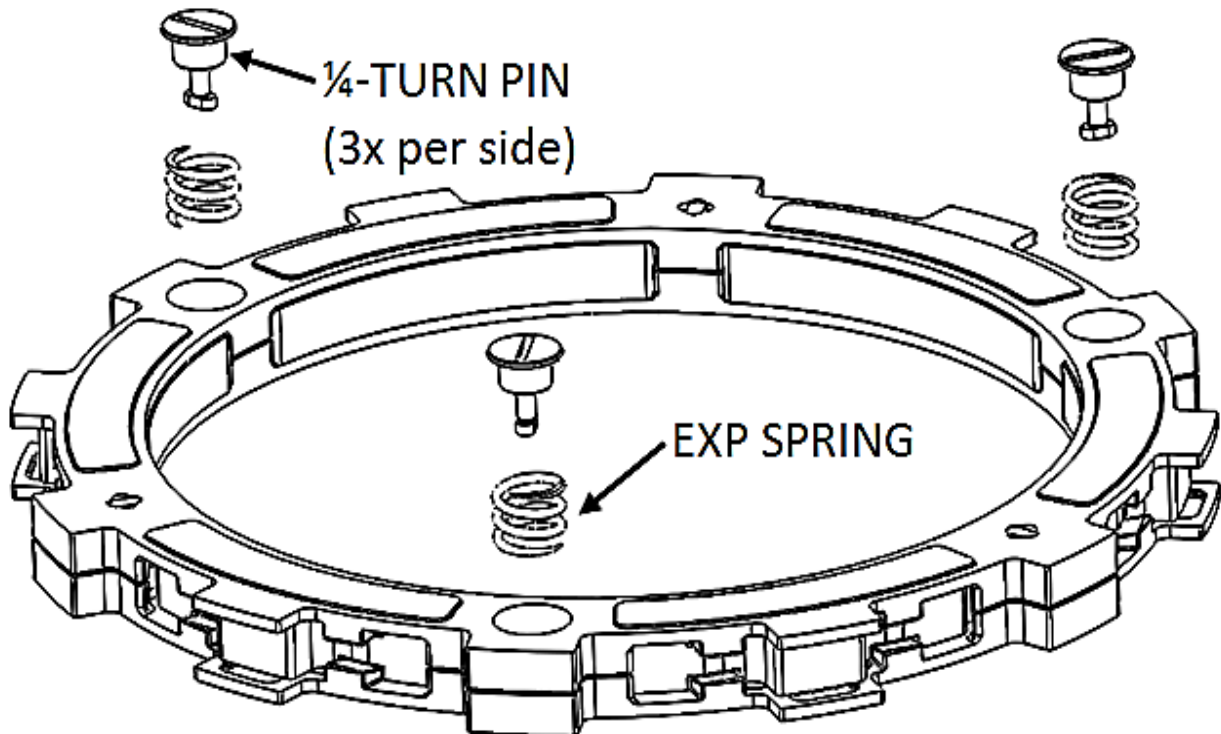
1. Using a flat-blade screwdriver, push the ¼ turn pin in far enough to clear the opposite side of the EXP to unlock the pin.
2. With the pin still pushed past the base, turn 90° to remove the pin and spring.



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.
5. Push the turn pin in far enough to clear the base, 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/atv-mc-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 www.rekluse.com/support/videos



NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Phone

(208) 426-0659

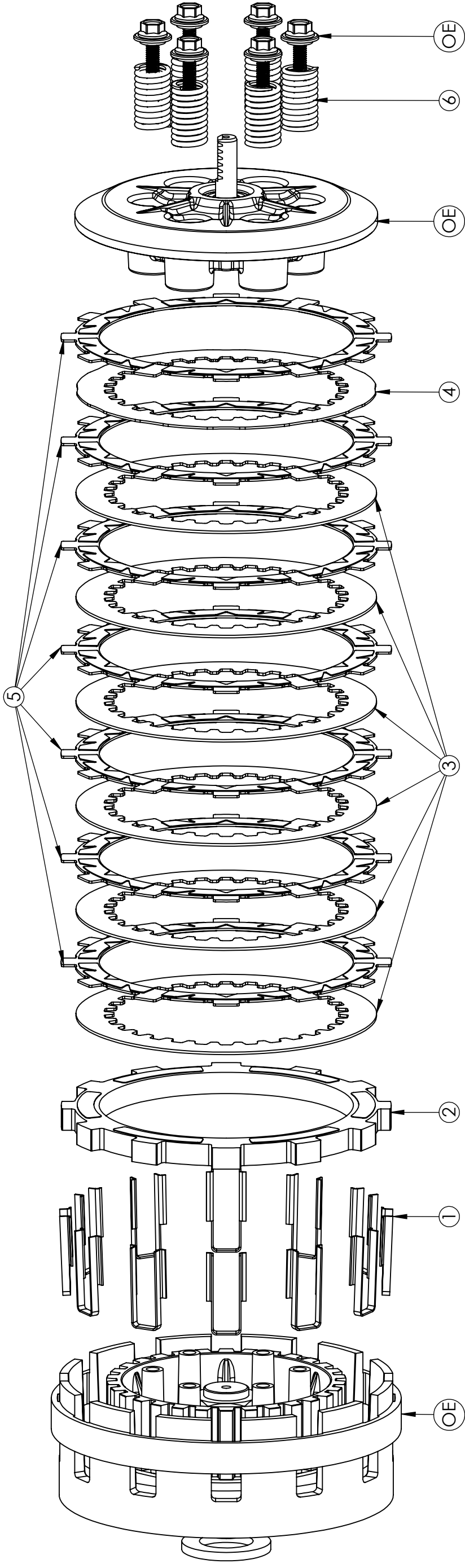
Monday thru Friday: 8 am – 5 pm Mountain Time

Email

customerservice@rekluse.com



SETUP SHEET 198-8307007



TUNING OPTIONS

ENGAGEMENT RPM	EXP SPRINGS
LOW	3 SILVER & 3 RED
MEDIUM *	6 RED
HIGH	3 RED & 3 BLUE

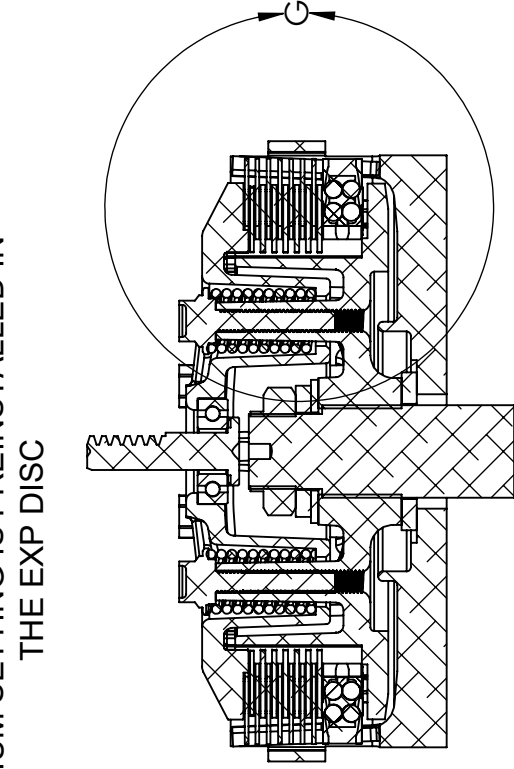
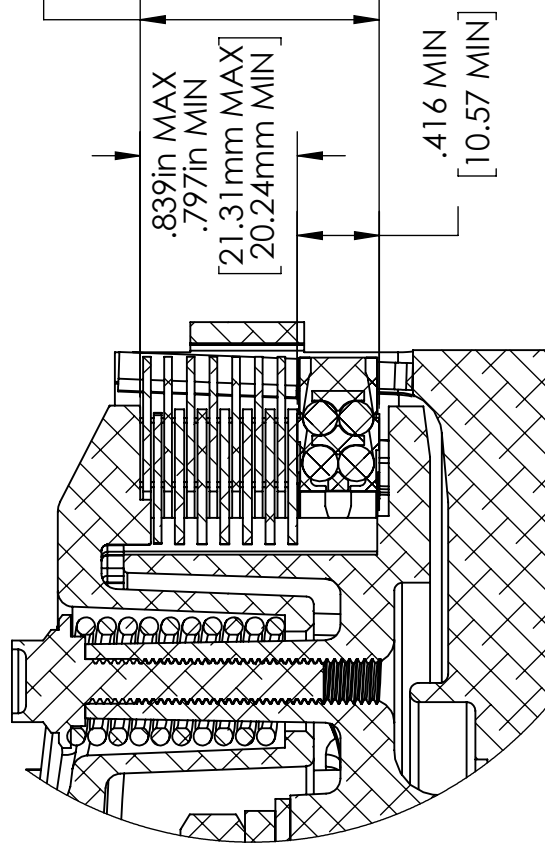
* MEDIUM SETTING IS PREINSTALLED IN THE EXP DISK

SERVICE LIMITS

COMPONENT	STANDARD	SERVICE LIMIT
TORQDRIVE FRICTION	.068-.072in 1.73-1.83mm	.065in 1.65mm
EXP	.426-.446in 10.8-11.3mm	.416in 10.6mm

NOMINAL
1.243in
[31.58mm]

CLUTCH PACK THICKNESS



COMPONENTS

ITEM NO.	DESCRIPTION	QTY.
1	BASKET SLEEVE	12
2	EXP DISK	1
3	DRIVE PLATE 0.048" (1.2mm)	6
4	JUDDER DRIVE PLATE (WAVY) .040" (1mm)	1
5	TORQDRIVE FRICTION	7
6	REKLUSE PRESSURE PLATE SPRING	6
OE	OE HUB AND BASKET	1
OE	OE PRESSURE PLATE	1
OE	OE PRESSURE PLATE SCREWS	6



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.

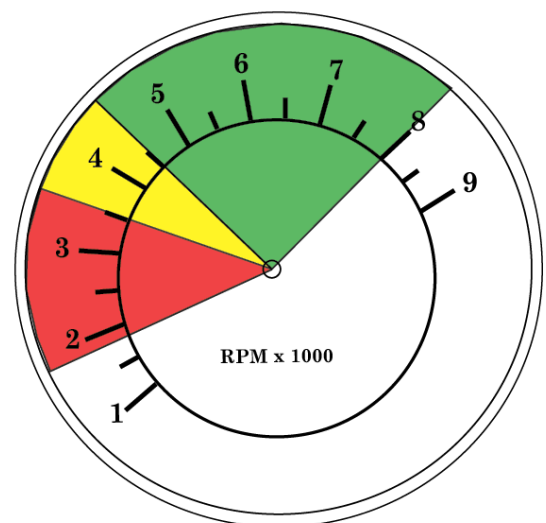
2. Downshifting:

- 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.

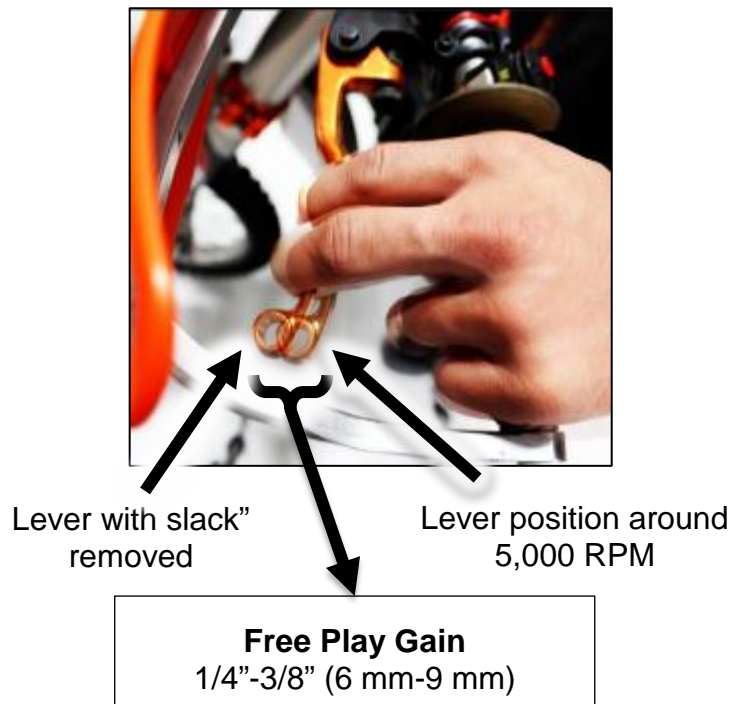
- a) Before you begin checking Free Play Gain, place the bike in **NEUTRAL**, start the engine and let it warm up for 2-3 minutes to idle down and warm the engine oil.
- b) Stretch the included rubber band between your thumbs, then place the top end of the rubber band on the outer end of the left handlebar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

