



REKLUSE[®] CoreManual[™]

REKLUSE MOTOR SPORTS

The Rekluse Core Manual Clutch

INSTALLATION GUIDE

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OVERVIEW

To complete the installation, you will be performing the following steps:

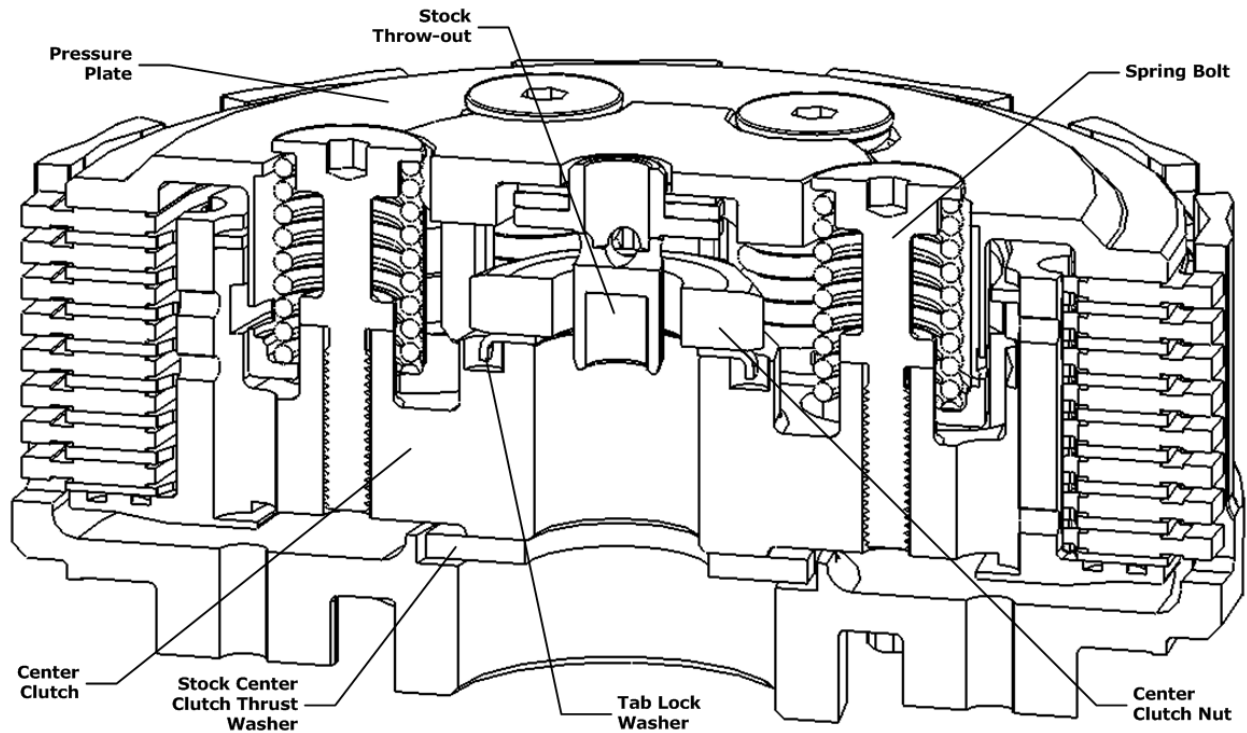
- Removal of your stock pressure plate, clutch pack and center clutch
- Installation of the Rekluse Core center clutch
- Installation of Rekluse drive plates with **8** friction plates from the stock clutch pack (exception: KTM 125/144/150/200 & Kawasaki KX85/100)
- Installation of the Rekluse Manual pressure plate, springs and bolts

INSTALLATION TIPS

- Be sure to use proper eye protection
- Laying the bike on it's side makes it easier to work on the clutch and eliminates the need to drain the oil
 - Be sure to turn off the gas, work in a ventilated area and be prepared to catch any gas that may drain from vent tubes
- An air or electric impact wrench works well to remove the center clutch nut
 - or place the bike in top gear and hold the rear brake while loosening the center clutch nut
- Channel-lock style pliers work best to bend the tabs of the lock washer up over the center clutch nut

TOOLS NEEDED

- 27mm, 29mm or 30mm socket (for stock center clutch nut)
- 32mm (or 1-1/4") socket (for Rekluse center clutch nut)
- 5mm hex key (for Rekluse bolts)
- Channel locks (to bend tabs of Rekluse tab lock washer)
- 8mm, 10mm socket (for removing clutch cover and stock springs)



1. Turn the fuel to off and place the bike in 4th or 5th gear.
2. Lay the motorcycle on its left side and remove the clutch cover.
3. If you already have a Rekluse Core Clutch with EXP installed, remove the EXP Pressure Plate and EXP Friction Disk and skip to step 8.
4. Remove OEM Pressure Plate, springs, center clutch, throw-out, and clutch pack.

NOTE: OEM throw-out with needle bearing and flat washer and the friction plates will be re-installed. OEM thrust washer behind OEM center clutch will be re-installed.

5. Install the Rekluse center clutch, with OEM thrust washer behind it, onto the main shaft.

NOTE: You must re-use the OEM Thrust Washer that goes between the outer basket and Center Clutch Hub.

6. Install the Rekluse tab lock washer so the 2 pre-bent tabs index down into the 2 corresponding holes of the Rekluse center clutch.
7. Install the Rekluse 32-mm Hex nut and torque to the recommended value specified on your motorcycle owner's manual. Once torqued, bend the tabs of the Rekluse tab lock washer up to secure the nut.

8. Configure clutch pack as shown below and install onto Rekluse center clutch.

You will install **8 OEM frictions** and 8 drive plates starting with a Rekluse Steel Plate. See the following exceptions:

KTM 125/144/150/200 & Kawasaki KX85/100 Owners Only: Your clutch will use only 7 friction disks and 7 total steel plates.

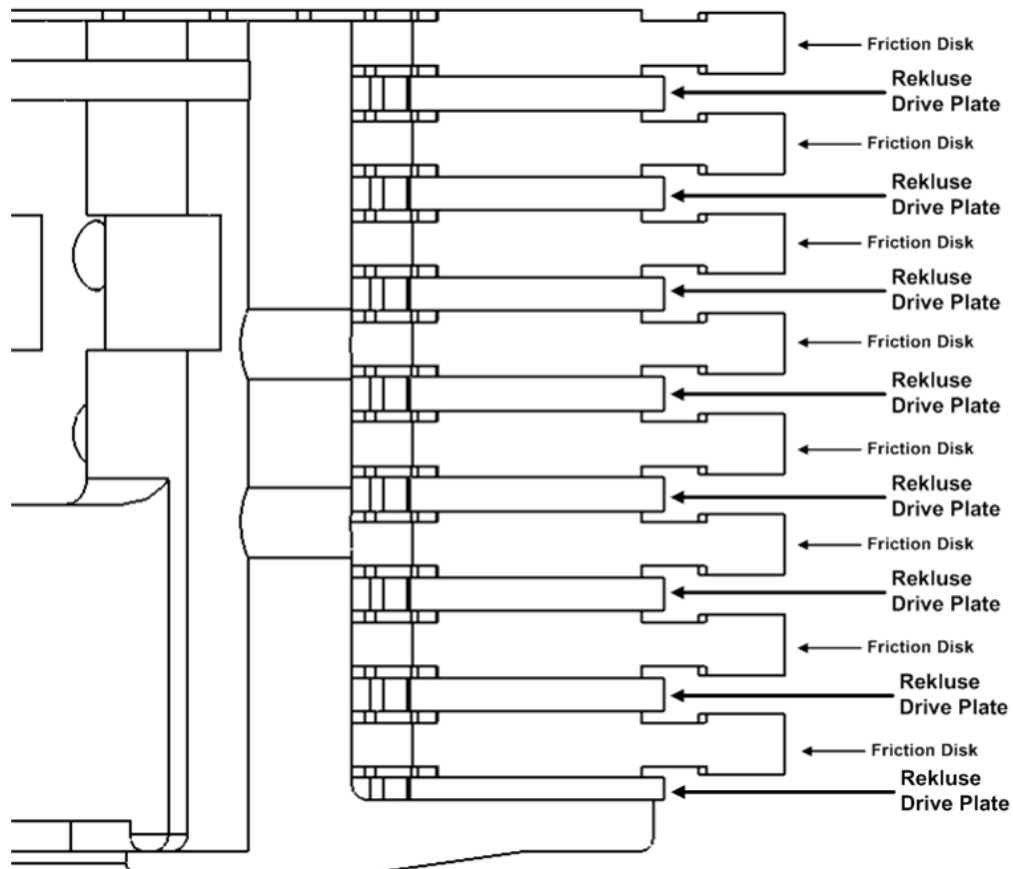
NOTE: 450 class bikes and 250+ 2-strokes: The first plate installed is the 0.040" Rekluse Steel Plate.

NOTE: If you are converting from EXP to Manual Mode, remove the EXP plate and replace with 1 OEM friction disk.

NOTE: Some models use 9 friction disks stock – with the Rekluse Core you only use 8

Beta Owners only: If you are converting from EXP to Manual Mode, remove the EXP plate and replace with 2 OEM friction disks and 2 Rekluse Steel plates. With the Core Manual clutch the clutch pack is configured as per Step 8 and the picture below.

Husqvarna 250F/310F Owners Only: The stock configuration has 7 friction disks – with Core Manual use the extra friction disk that is included to make 8 total frictions.

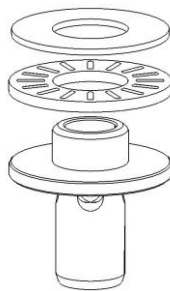


9. Install the OEM throw-out, with needle bearing and flat washer on top of it, onto the throw-out rod.

Yamaha YZ85 Owners Only:

Your needle bearing and washers come pre-installed into the pressure plate assembly. You must install only the OEM throw-out onto the mainshaft.

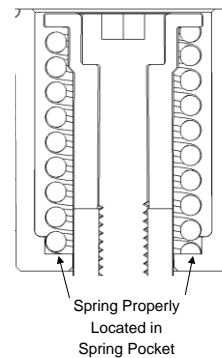
NOTE: If you are missing the flat washer, it is probably stuck to the backside of your OEM pressure plate.



10. Install the Pressure Plate so the holes in the bottom of the spring cups slide over the center clutch standoffs.

11. Install the included Rekluse springs into the pockets of the pressure plate. Place the spacers and bolts into the springs and thread each bolt in a couple of turns. **Rotate each spring one turn counter-clockwise to ensure the spring is properly located in its spring pocket** (see picture below).

Torque each bolt to 9 ft-lbs (12 N-m).



12. Re-install the clutch cover with the OEM gasket.
13. Adjust lever free play as per your owner's manual.