

REKLUSE



REKLUSE MOTOR SPORTS

Rekluse TorqDrive™

INSTALLATION GUIDE

H-D Big Twin '98-'08

195-283

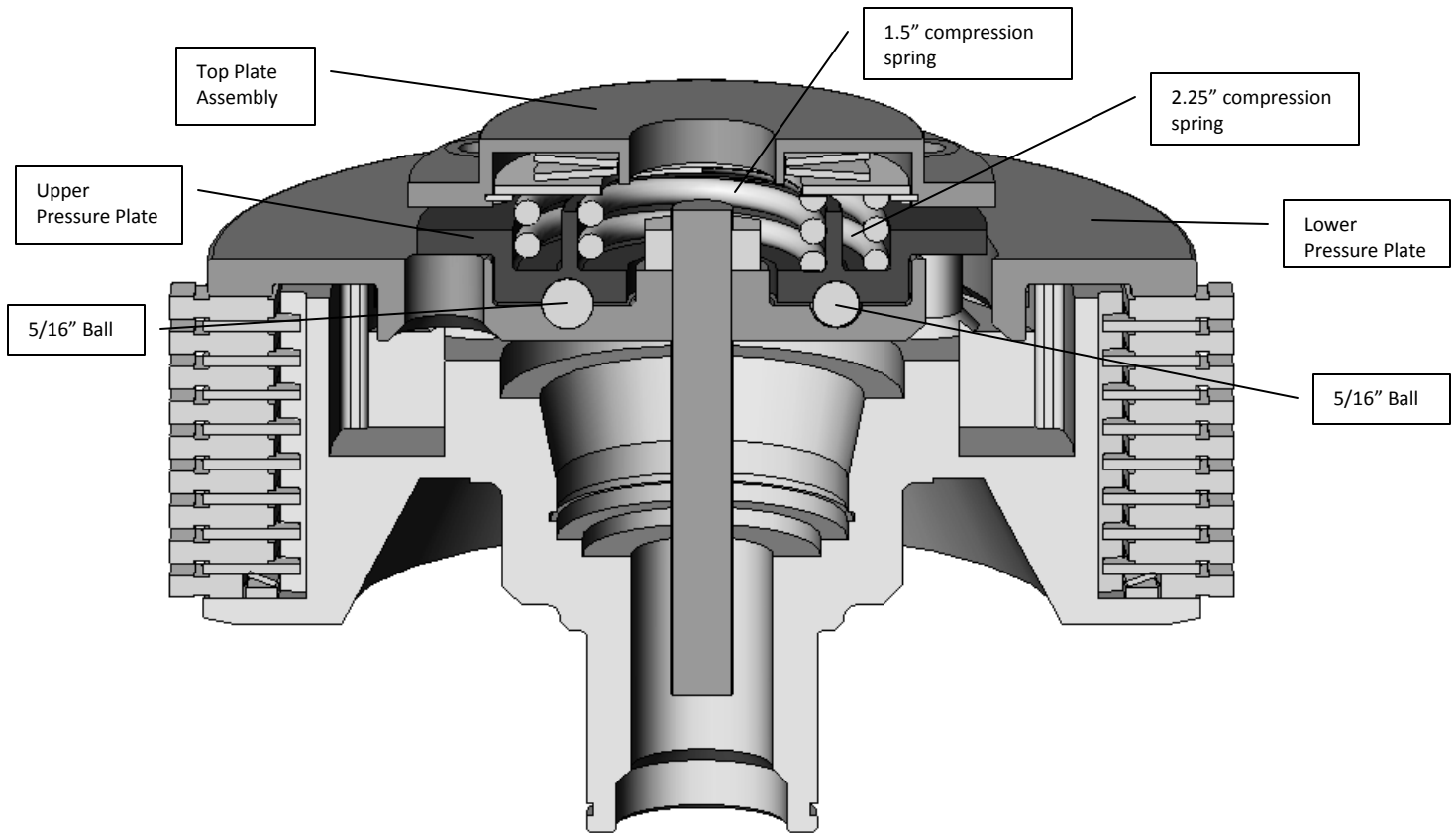
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TORQDRIVE CROSS-SECTION VIEW



INCLUDED PARTS

Item

- Lower Pressure Plate H-D TorqDrive
- Upper Pressure Plate H-D TorqDrive
- 2.25" compression spring H-D TorqDrive
- 1.5" compression spring H-D TorqDrive

Item

- (6) 5/16" ball
- (6) M6x30mm socket end cap screw
- TorqDrive Top Plate Assembly

REQUIRED TOOLS

- 11/16" wrench
- 3/16" hex key
- 7/32" hex key
- T-27 Torx bit (supplied)
- 5mm hex key
- Blue Loctite 243 (oil resistant – included)

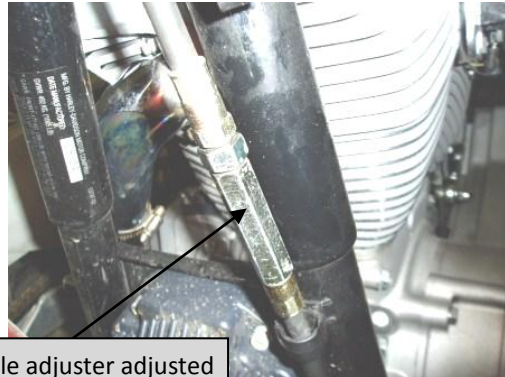
BIKE PREPARATION AND DISASSEMBLY

INSTALLATION TIPS:

- In order for the Rekluse Torque Drive Clutch to perform properly, it must be mounted properly—read each step of this manual to guarantee proper installation.
- The Rekluse Torque Drive Clutch comes with a pre assembled Top Plate. This part is spring loaded and should never be disassembled.
- We recommend using OEM Harley-Davidson friction and drive plates. If after market plates are used we require the top most friction plate to be an OEM H-D only.

1. Place the motorcycle on a suitable lift in an upright level position.
2. Following the guidelines in the H-D Service Manual, drain the Primary chaincase oil.

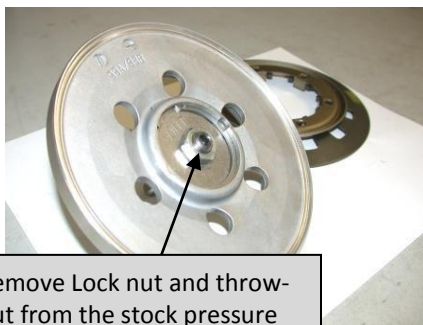
3. Holding cable adjuster with ½” wrench, loosen jam nut using a 9/16” wrench. Adjust the inline clutch cable adjuster so that it is all the way in. This step is very important or the adjustment of the stock throw-out (page 5) will not be correct. **See following picture.**



Cable adjuster adjusted all the way in.

REMOVING THE PRIMARY COVER AND STOCK PRESSURE PLATE

4. Following the guidelines in the H-D Service Manual, remove the Primary cover. On some models this will require you to remove the shift lever and foot peg.
5. Following the guidelines in the H-D Service Manual, remove the 6 bolts holding the diaphragm spring retainer, diaphragm spring, and pressure plate to the clutch hub.
6. Using an 11/16” end wrench, and a 7/32” hex key, remove the stock threaded throw-out and lock-nut from the pressure plate. **See below.**



Remove Lock nut and throw-out from the stock pressure plate—they **will** be re-used.

Note: If after market friction plates are used (this includes any clutch plates other than OEM H-D) the top most friction disk **must be an OEM H-D.**

ADJUSTING THE CLUTCH THROWOUT

7. Thread the stock throwout into the hole in the Lower Pressure Plate until one rotation of threads is engaged. **See following pictures.**
8. Place the Lower Pressure Plate, with stock throwout, over the center clutch hub with ball ramps facing out. While applying firm pressure into the clutch pack by pushing on the Lower Pressure Plate use a 7/32" Hex Key to turn the stock throwout clockwise until you see/feel the Lower Pressure Plate begin to lift. Next, back out the stock throwout by turning it counter-clockwise (loosening) 1 to 1-1/2 turns. **See following pictures.**

Note: This is a very important adjustment and requires a sensitive touch. Turn the stock throwout slowly, stop turning clockwise as soon as you see and/or feel the TorqDrive Lower Pressure Plate lift. Then loosen 1 to 1-1/2 turn(s).



9. Install the stock lock nut onto the exposed threads of the throwout and thread the lock nut up against the Lower Pressure Plate. Ensure that you do not change the position of the throwout, set in the previous step, when installing the lock nut.
10. Lock the throwout in position by holding the throwout with a 7/32" hex key and torque the lock-nut to 6-8 ft.-lbs. (8.1-13.6 Nm) with an 11/16" end wrench. **See following picture.**



INSTALLING THE REKLUSE TORQDRIVE ASSEMBLY

11. Remove the Lower Pressure Plate, apply a small amount of grease to the 6 ball bearings, and place into the ball grooves of the Lower Pressure Plate. **See following picture.**



12. With the six balls inserted in the Lower Pressure Plate, place the Upper Pressure Plate, ball grooves facing down, over the Lower Pressure Plate. The cut outs in the Upper Pressure Plate should line up with the left side of the window cut outs in the Lower Pressure Plate. When the Upper Pressure Plate is turned clockwise the Upper Pressure Plate should rise. This will assure the ball grooves and balls are lined up correctly in the assembly. **See following picture.**



Position the 2.25" and 1.5" compression springs into the upper pressure plate. Push springs into place until they are completely seated. The springs fit tightly into upper pressure plate, thus light force may be required. **See picture above right.**



13. Apply a small amount of Blue Loctite 243 (included) to the threads of each of the 6 center clutch hub standoffs.
14. Place the top plate assembly on top of the springs, top hat side facing up or out away from the clutch assembly. **See following picture.**

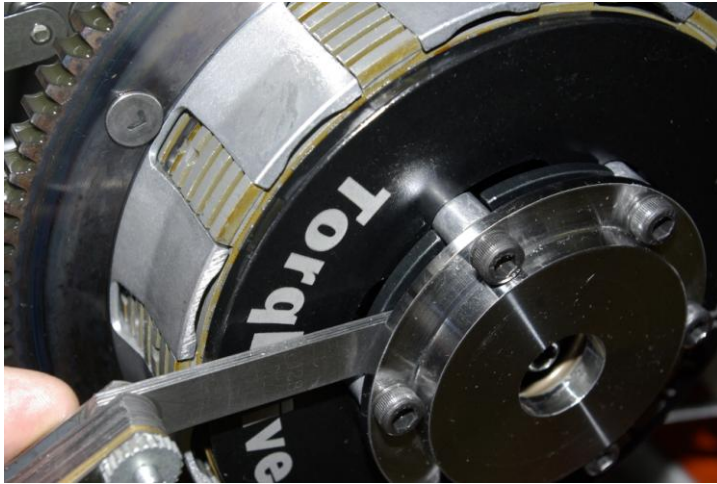


15. Pinch the assembly together to hold everything in place and fit the assembly over the clutch hub, indexing the 6 center clutch hub stand offs through the window cut outs in the Upper and Lower Pressure Plates.
16. While applying pressure on the top plate assembly to hold everything in place, use the provided M6x30mm screws to secure the top plate to the center clutch hub. Using a 5mm hex key tighten each of the 6 screws down in steps, go around evenly threading each screw in a few threads at a time. Once seated, torque each screw to 8 ft-lbs. **See following picture.**



DETERMINE CLUTCH PACK MEASUREMENT

17. Using feeler gauges measure the gap between Top Plate Assembly and Upper Pressure Plate. See following picture.



Note: In order measure this gap you will need to stack multiple feeler gauges on top of each other. Use combinations that are in consecutive stack order and add up to required measurement.

18. Find the thickest stack of feeler gauges that still slides back and forth with slight resistance. The sum of the gauge stack needs to be less than .165" or 4.19mm. If the measurement is correct continue to final installation steps. If the measurement is beyond our range you will need to replace the clutch pack with new friction and drive plates.

Note: We recommend using OEM Harley-Davidson friction and drive plates. If after market plates are used we require the top most friction plate to be an OEM H-D only.

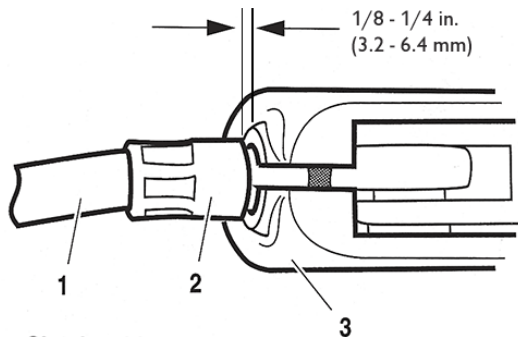
FINAL INSTALLATION STEPS

19. Following the guidelines in the H-D Service Manual, re-install the Primary cover. The primary gasket must be replaced if it was damaged upon removal.
20. Following the guidelines in the H-D Service Manual, fill the primary chaincase with the proper oil to the proper level.

NOTE: Do not use automotive oil as it can cause clutch slippage and premature wear. Harley-Davidson primary oil or heavy-duty diesel engine oil is recommended.

21. Adjust the clutch cable slack so that there is adequate lever free-play. Turn cable adjuster away from jam nut until slack is eliminated at hand lever.
22. Pull clutch cable ferrule away from clutch lever bracket to check free-play. Turn cable adjuster as necessary to obtain 1/8-1/4" (3.2-6.4 mm) free-play between end of cable ferrule and clutch lever bracket. **See diagram below.**

NOTE: Free-play values listed above and below are different than OEM Harley-Davidson values.



1. Clutch cable
2. Cable ferrule
3. Clutch lever bracket

23. Hold cable adjuster with 1/2" wrench. Using 9/16" wrench, tighten jam nut against cable adjuster. Cover cable adjuster mechanism with rubber boot.