



REKLUSE MOTOR SPORTS

The Rekluse Core EXP Kit with Adjustable Slave Cylinder

INSTALLATION & USER'S GUIDE

Doc ID: 191-7787A

Doc Rev: 122816

OVERVIEW

- This kit replaces the OEM core clutch components with high-quality billet components designed for optimal operation specific to your bike model.
- When this installation is performed, the bike's basket assembly will be disassembled and then reassembled using the Rekluse basket. The Rekluse basket converts the clutch from having 12 tabs per friction disk to having 8. This conversion is a necessary upgrade to improve overall clutch performance and the life of the clutch basket, and includes the required friction disks to complement it.

NOTE: Once the basket assembly has been converted to the Rekluse basket, the clutch cannot be returned to a stock configuration without purchasing a new OEM basket assembly. However, it can be converted to a manual clutch if desired, by purchasing a few more Rekluse clutch plates. See the section titled **CONVERSION TO MANUAL CLUTCH** for more information.

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TOOLS NEEDED

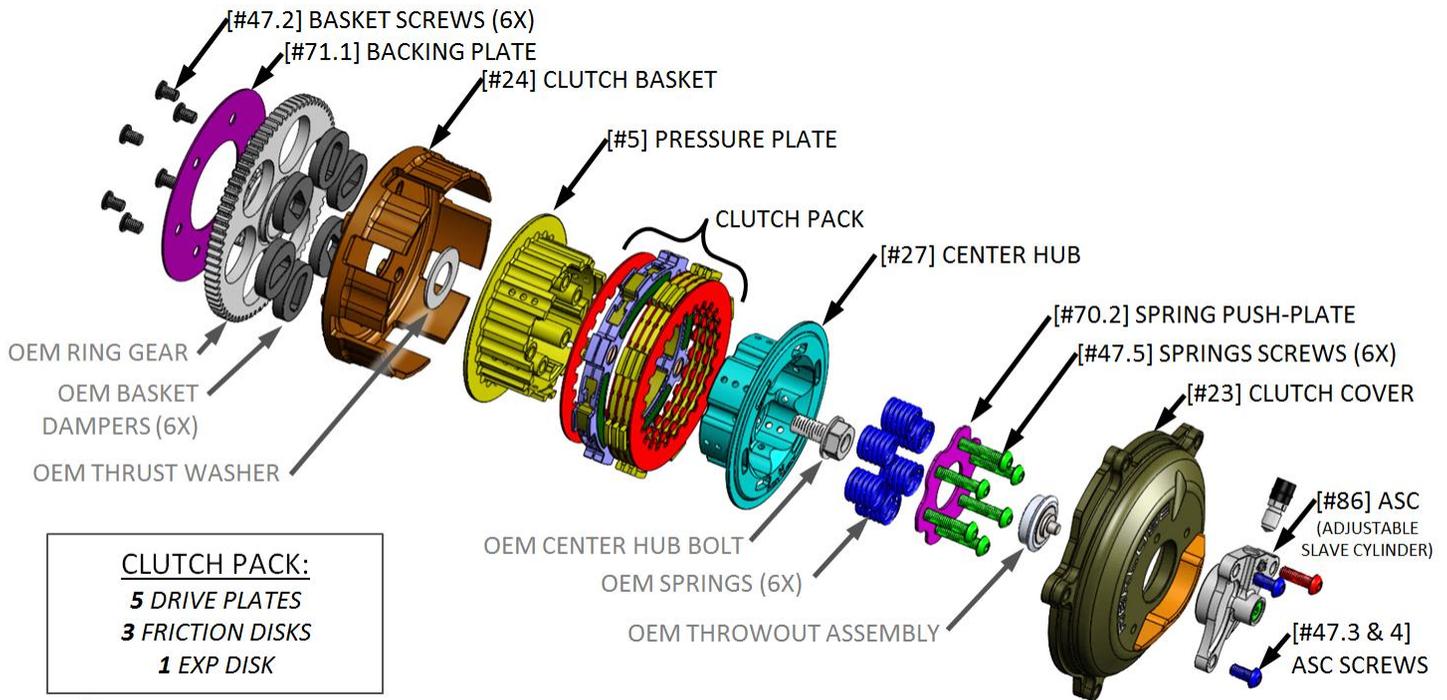
- Metric socket set end-wrench set
- Metric Allen keys
- Dental pick tools
- Torque wrench (in-lb & ft-lb, or N-m)
- Electric drill or drill press
- Hydraulic clutch fluid (*see fluid note*)
- Motorcycle transmission oil
- Hammer and center-punch set

INSTALLATION TIPS

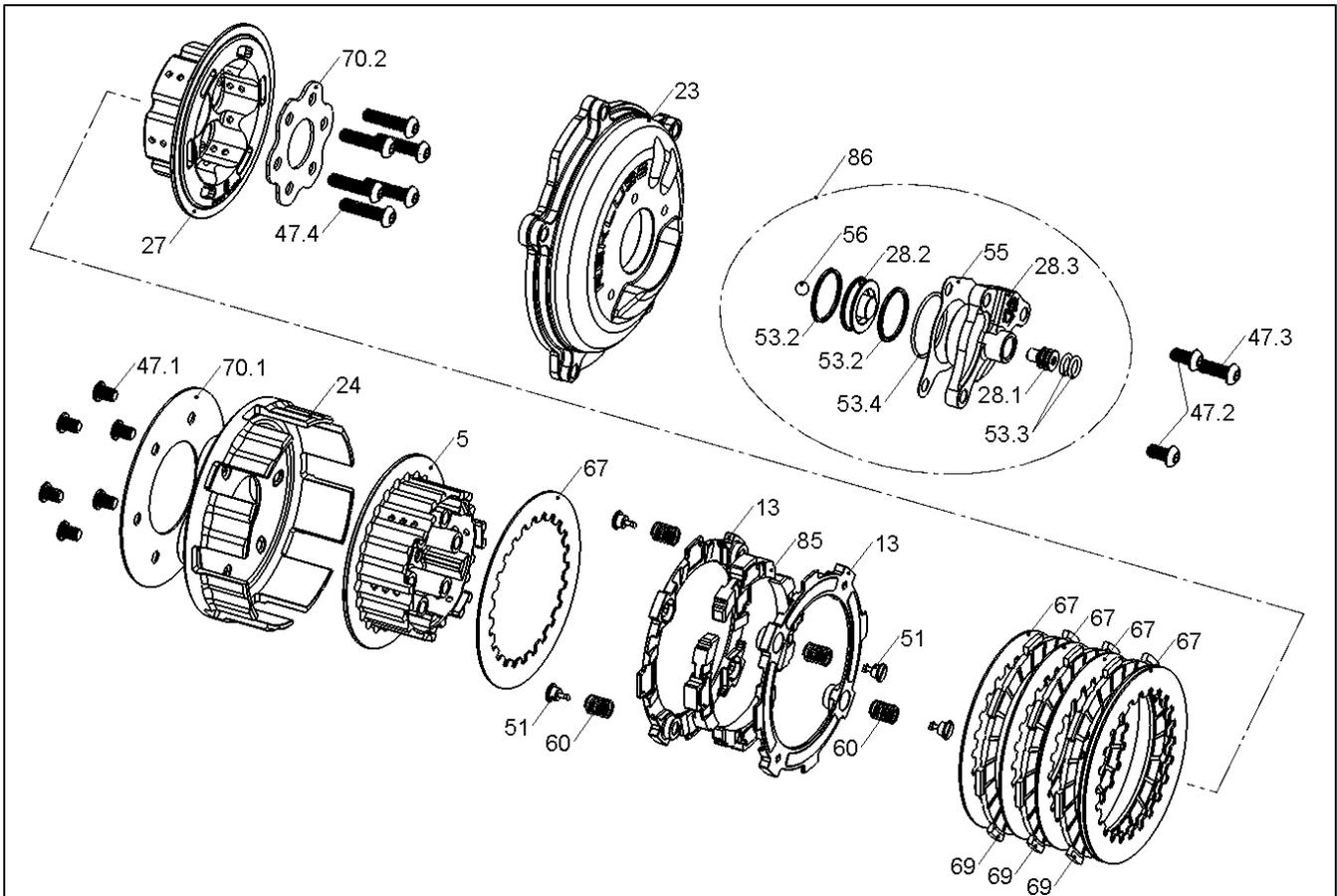
- Watch the installation video by following this QR code or visiting rekluse.com/support/videos.
- Read this entire document before performing any steps, so you will know what to expect.
- Be sure to use proper eye protection, and wear rubber gloves when handling oils and other fluids.
- Laying the bike on its left side makes clutch work easier and eliminates the need to drain the oil.
- An air or electric impact wrench works well to remove the center hub bolt, or you can place the bike in top gear and hold the rear brake while loosening the center hub bolt with a socket.
- Use clean, quality JASO-MA or JASO-MA2 certified transmission oil for best performance.



CLUTCH ASSEMBLY OVERVIEW



INCLUDED PARTS



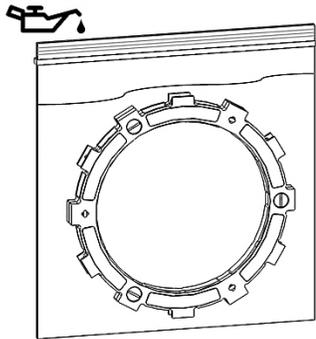
Item #	Item Type	Qty
5	Pressure Plate	1
13	EXP Base *	2
23	Clutch Cover	1
24	Clutch Basket	1
27	Center Clutch Hub	1
47.1	Fastener – M6 Low-Head Screw	6
47.2	Fastener – M6 x 12 Button Head Screw	2
47.3	Fastener – M6 x 18 Button Head Screw	1
47.4	Fastener – M6 x 25 Button Head Screw	6
51	Fastener - 1/4-Turn Pin *	6
60	EXP Adjustment Spring * (extra included, see tuning options)	4
67	Steel Drive Plate	5
69	Friction Disk	3
70.1	Basket Backing Plate	1
70.2	Spring Push-Plate	1
85	Wedge Assembly *	6
86	Adjustable Slave Cylinder Assembly	1

* Denotes parts assembled as components of the EXP disk assembly

The picture above is representative only. See the parts list included with the product or visit Rekluse.com/support for a full parts fiche illustration and part numbers.

PREP & DISASSEMBLY

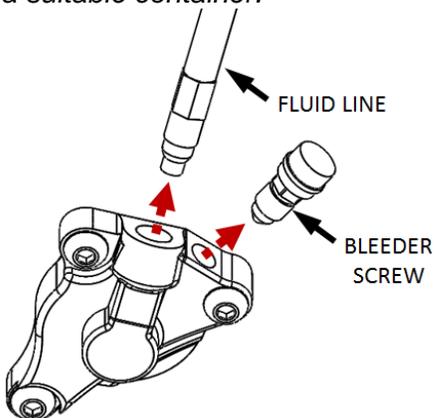
1. Place the Rekluse EXP disk and friction disks [#69] in engine oil to soak for at least 5 minutes.



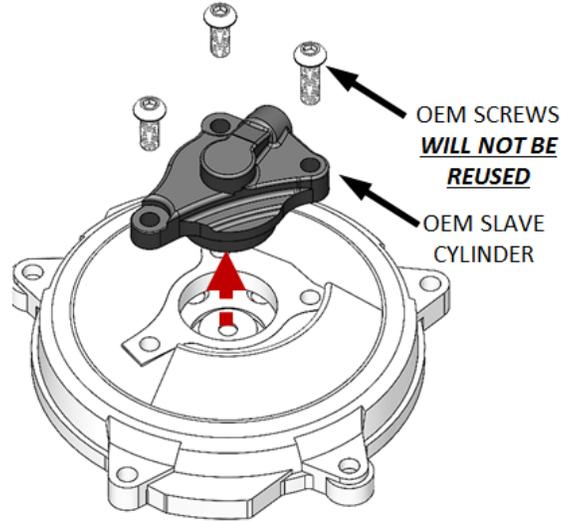
2. Turn off the fuel valve, and lay the bike on its left side. Using a suitable container, catch any fuel that might drain from the carburetor tubes.
3. Remove the bolt from the brake lever ball-joint. *This provides easier access to the clutch cover bolts in the next step.*



4. Using an end-wrench, loosen and remove the fluid line and the bleeder screw from the OEM slave cylinder. *Be sure to avoid spills and catch any leaking fluid in a suitable container.*



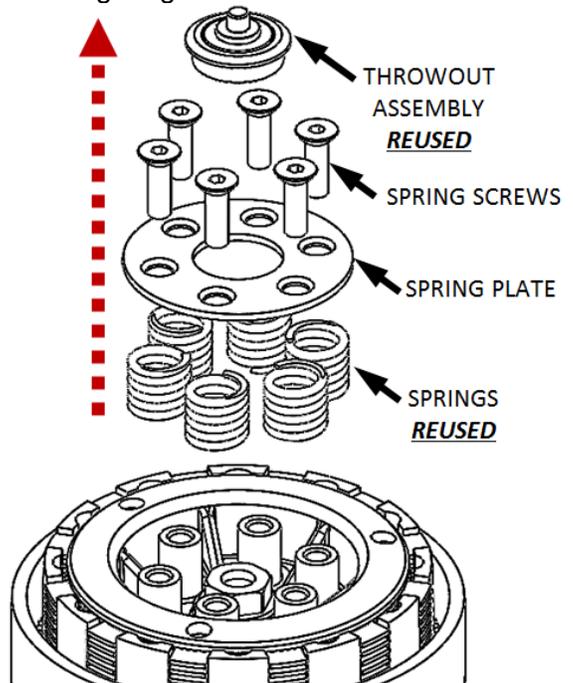
5. Remove the slave cylinder from the clutch cover and set it aside.



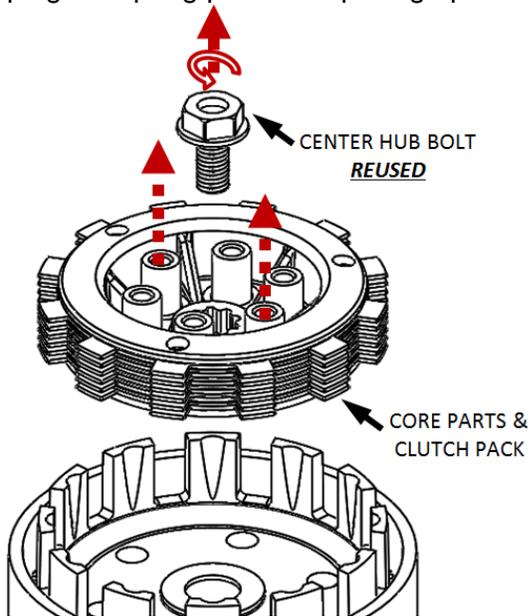
6. Remove the clutch cover from the bike.



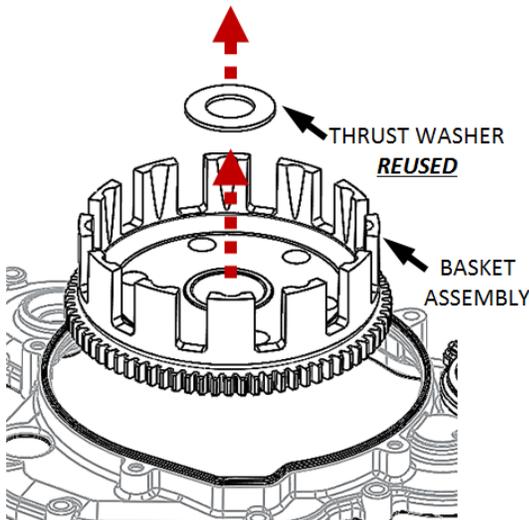
7. Remove the OEM clutch parts named in the following diagram.



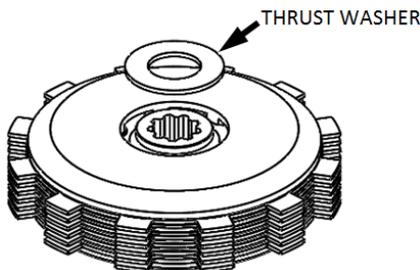
8. Using a 17mm socket, remove the center hub bolt. Then, lift the core of the clutch out by gripping the spring posts and pulling upward.



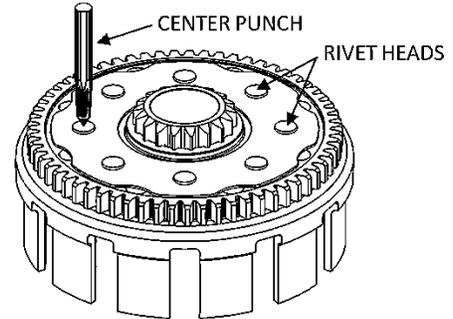
9. Remove the thrust washer followed by the basket assembly. *Ensure that the basket bearings remain on the mainshaft in the engine.*



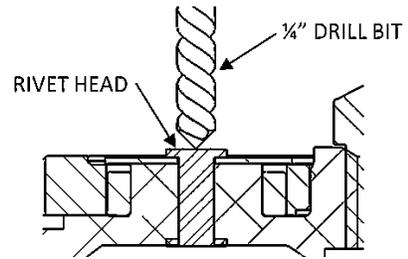
NOTE: If the thrust washer is not in the basket, it is likely stuck to the backside of the hub that was removed in the previous step.



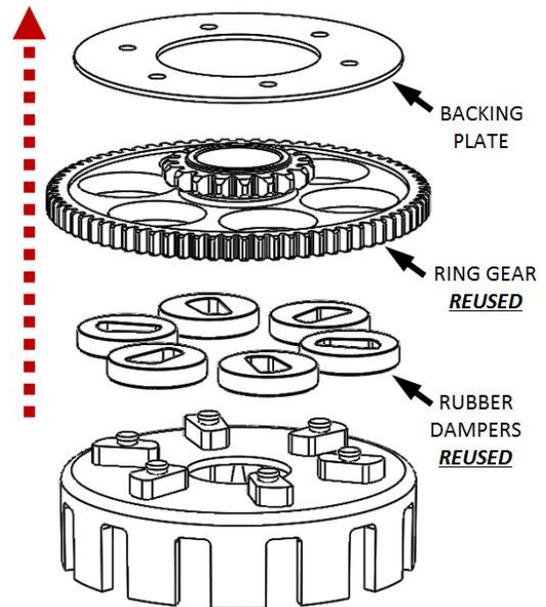
10. Set the OEM basket assembly on a workbench with the ring gear facing upward. Using a center punch and hammer, punch a divot into the center of each of the rivet heads.



11. Using the drill bit provided, drill the heads off of each rivet, so that the backing plate can be removed from the assembly. *Set your drill to 300-400 RPM and use proper cutting fluid or oil for best results.*



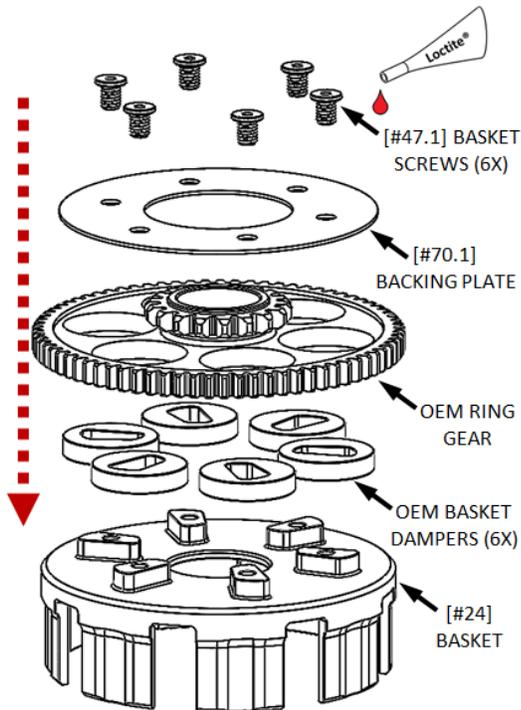
12. Carefully pry off the backing plate and remove the ring gear and rubber dampers from the basket. The OEM basket and backing plate will not be reused.



13. Clean the rubber dampers and ring gear of all grit and rivet chips leftover from drilling.

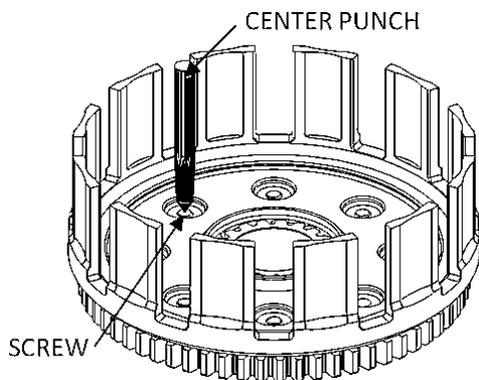
BASKET ASSEMBLY

14. Using the provided Loctite® on the screw threads, recompile the basket assembly using the supplied Rekluse basket, backing plate, and screws.



Torque the basket screws evenly to **80 in-lb (9 N-m)** in a crisscross pattern.

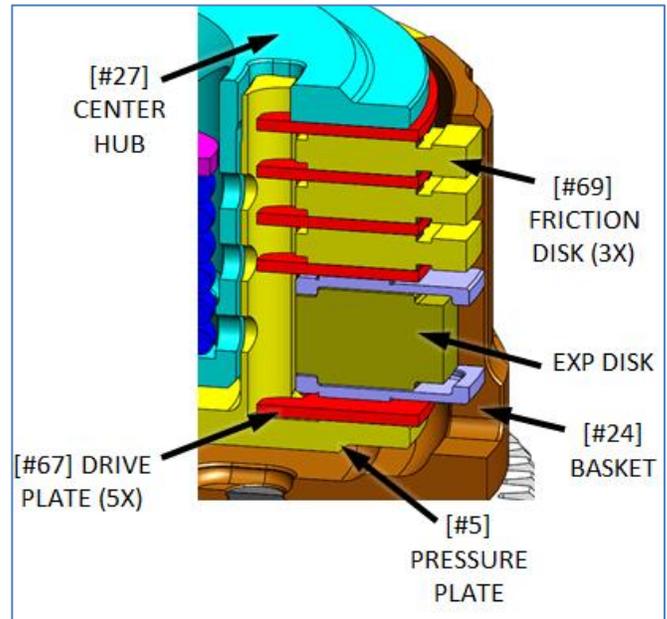
15. Using the hammer and center punch, stake the ends of the screws where they protrude through the inside of the clutch basket. *Be sure to stake the screws... **DO NOT** stake the aluminum basket.*



WARNING: It is *critical* that you apply Loctite and stake the ends of the screws or they can back out. Rekluse is not responsible for engine damage that may be caused by screws that back out.

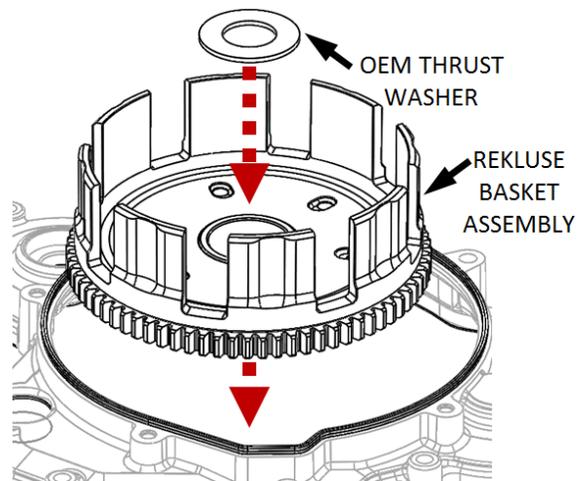
CLUTCH INSTALLATION

Cross-Section Overview: CoreEXP

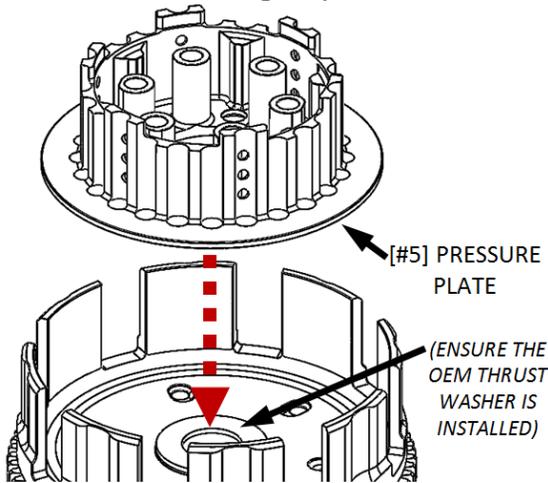


16. Install the newly-compiled basket assembly into the bike over the basket bearings on the mainshaft, followed by the OEM thrust washer.

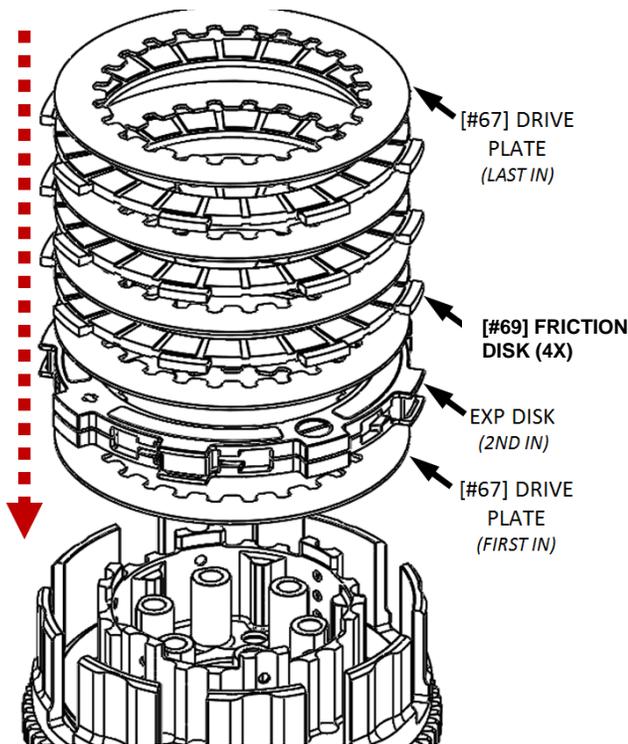
*To get the ring gear teeth to properly mesh with the crank and kick-starter gears, gently rotate the kick-start lever until the basket drops in and the teeth all mesh. **DO NOT** force the basket in or damage may occur.*



17. Install the Rekluse pressure plate [#5] in the orientation shown below. It will fit loosely in the basket until the clutch plates and hub are installed in the following steps.



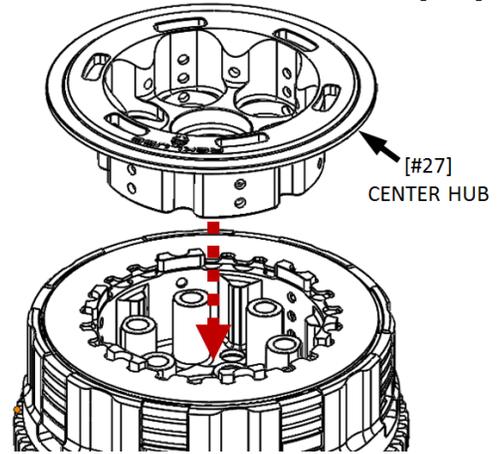
18. Install the Rekluse clutch pack as shown, starting and ending with a steel drive plate [#67]. The EXP disk goes in 2nd, after the first drive plate. 5x total drive plates will be used.



Refer again to the **Cross-Section Overview** at the beginning of this section for clarification.

NOTE: The last drive plate will be indexed to the pressure plate in only the 6 protruding tooth features of the pressure plate. This is normal.

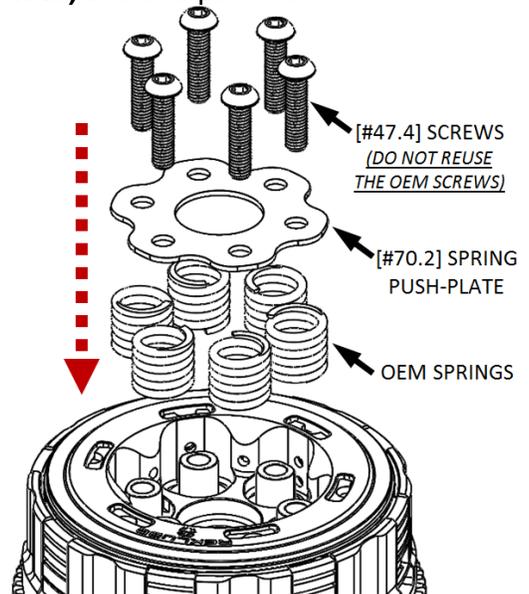
19. Install the Rekluse center clutch hub [#27].



To get the spline in the hub to line up with the mainshaft spline, gently rotate the hub back and forth while installing it until the splines mesh and the hub drops into place. **DO NOT** force the hub into place or damage will occur.

20. Install the OEM clutch springs, followed by the Rekluse spring push-plate [#70.2] and button-head screws [#47.4].

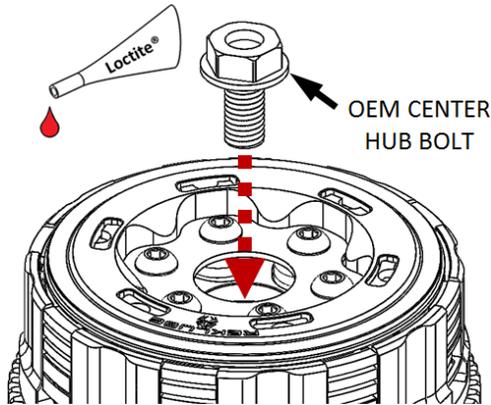
Carefully tighten the screws—each a little at a time in a star pattern to evenly lift the pressure plate—before torquing the screws to **10 N-m (7.5 ft-lb)** in a star pattern.



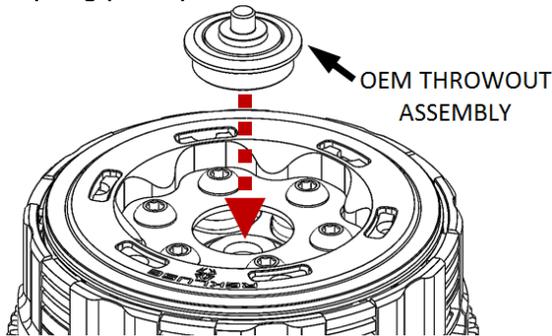
DO NOT reuse the OEM screws, as interference with the clutch cover will occur.

NOTE: Shifting the transmission into 5th gear and having a friend hold the rear wheel or rear brake pedal will help to keep the clutch from spinning, and help to torque the screws and center hub bolt.

21. Clean and dry any oil or debris from the threads of the OEM center hub bolt, and apply the supplied Loctite® to the threads on the bolt. Then, install the bolt into the mainshaft, and torque to **60 N-m (45 ft-lb)** using a 17mm socket.

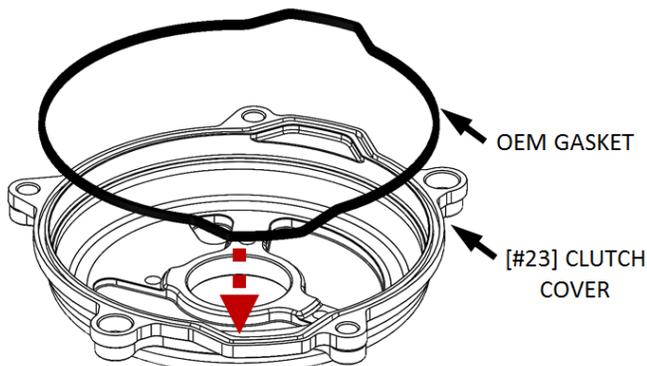


22. Reinstall the OEM throwout assembly piece into the spring push-plate.



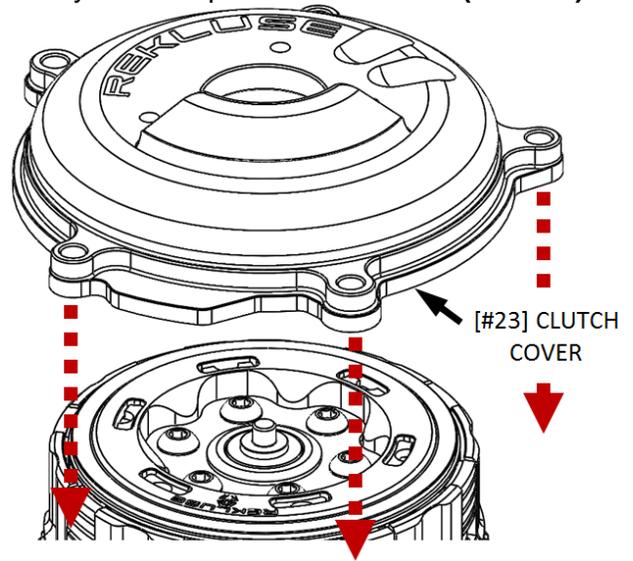
23. Carefully remove the gasket from the OEM clutch cover, and clean it of all dirt and grease using a dry rag or a mild solvent.

Next, install the clean gasket into the groove in the Rekluse clutch cover [#23].



It may be helpful to apply a thin film of clean grease to the gasket to hold it in place in the groove.

24. Install the Rekluse clutch cover [#23] using the OEM cover bolts. Torque the cover bolts evenly in a star pattern to **10 N-m (7.5 ft-lb)**.



NOTE: The OEM clutch cover is *not compatible* with any Rekluse clutch product (CoreEXP or CoreManual) because it does not provide adequate clearance to the moving parts. The Rekluse clutch cover *must* be used with any Rekluse clutch product.

25. Reinstall the bolt into the brake pedal ball-joint. Torque to **10 N-m (7.5 ft-lb)**.

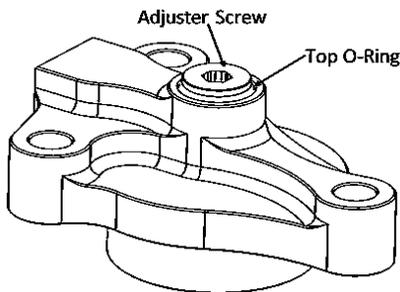


SLAVE CYLINDER INSTALLATION

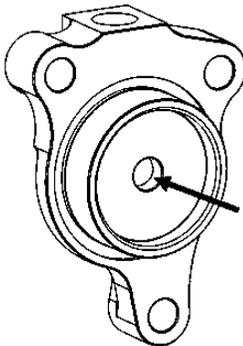
Handle with care! During assembly there is a steel ball bearing [#56] installed in the slave piston [#28.2] with a small amount of grease. When installing the Rekluse slave cylinder, make sure the ball does not fall out of the piston.

26. On a workbench (away from the engine), pre-bleed the Rekluse slave cylinder [#86] by the following procedure:

- a. Use a 4mm Allen key to turn the adjuster screw [#28.1] just enough to make the top O-Ring [#53.3] visible.



- b. Use both thumbs to compress the piston [#28.2] until it bottoms in the cylinder.

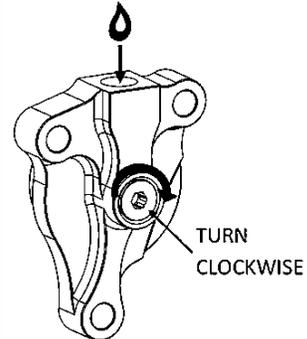


- c. Pour clutch fluid into the slave cylinder port.

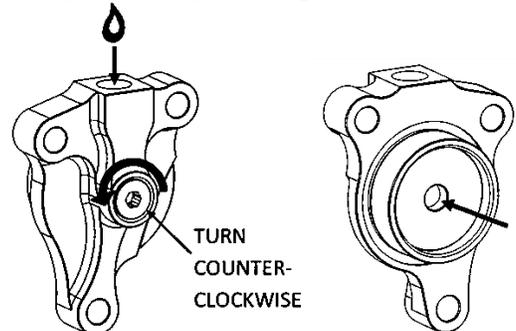
NOTE: Be sure to use the correct clutch fluid! Check the cap of the clutch master cylinder to determine which clutch fluid to use. Failure to use the correct fluid will result in seal damage and/or failure.



- d. Slowly turn the adjuster screw clockwise, while keeping the fluid topped off as it goes, until the screw bottoms out.



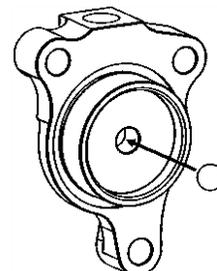
- e. Turn the adjuster screw back to the initial position with the top O-ring visible, then compress the piston again until it bottoms.



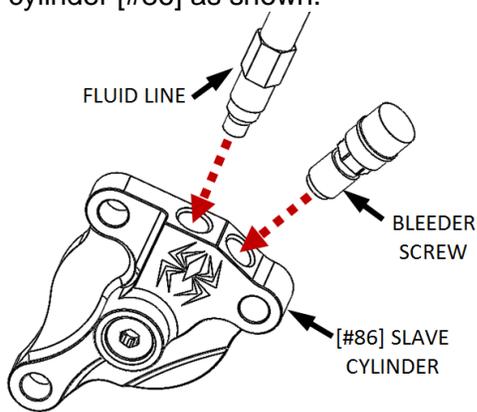
Repeat the process until air bubbles are no longer escaping from the top port when the piston is compressed.

NOTE: When compressing the piston, fluid can shoot out from the slave cylinder port. Be sure to wear eye protection and use caution.

27. Check that the ball bearing [#56] is still in place in the piston.

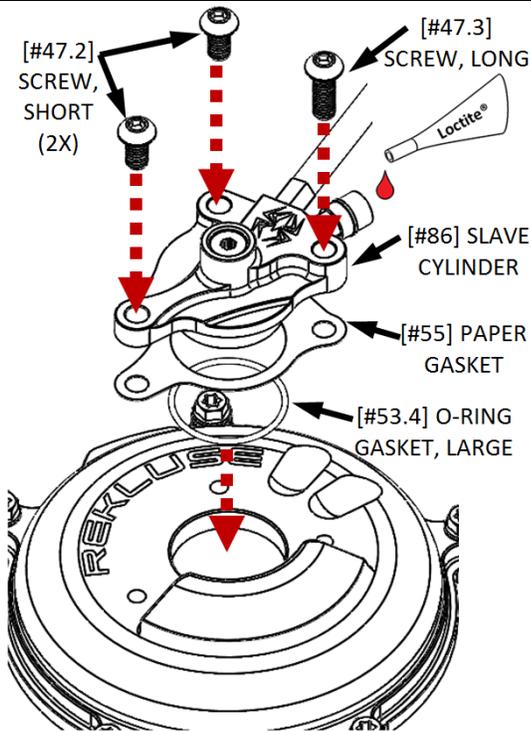


28. Loosely thread the OEM clutch fluid line and the bleeder screw into the ports in the Rekluse slave cylinder [#86] as shown.

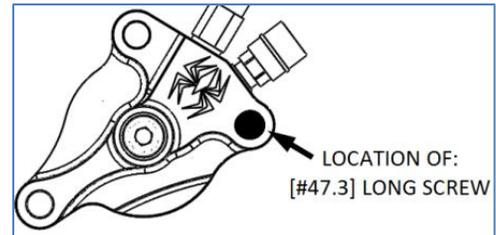


29. Install the Rekluse slave cylinder onto the clutch cover using the provided O-ring [#53.4], paper gasket [#55], and screws [#47.2 & #47.3]. Apply Loctite® to the screws and torque them evenly to 10 N-m (7.5 ft-lb).

WARNING! : Do not use the OEM screws to install the Rekluse slave cylinder, as clutch damage will occur. To ensure sufficient clearance inside the clutch, use only the Rekluse-provided screws in the orientation shown.

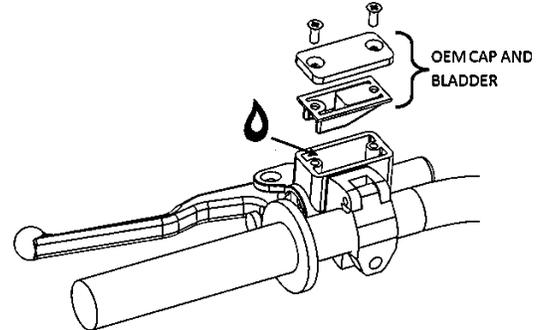


The long screw [#47.3] **must** be placed in the hole location where the slave cylinder housing is thickest (right side of the spider engraving).

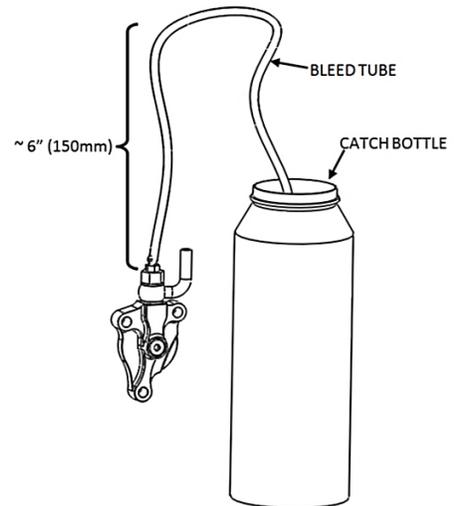


30. Tighten the fluid line into the slave cylinder. Torque to 5 N-m (4 ft-lb).

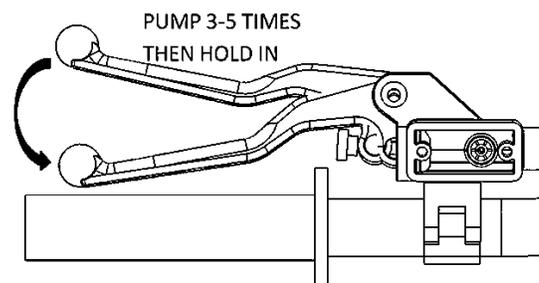
31. Remove the cap and bladder from the clutch master cylinder and top off the clutch fluid.



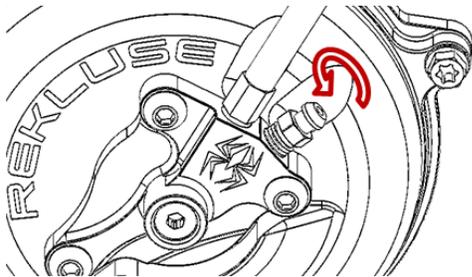
32. Attach the supplied bleed tube to the bleeder screw port on the slave cylinder and loop it into a suitable catch bottle.



33. Pump the clutch lever 3-5 times then hold it against the bar/grip.

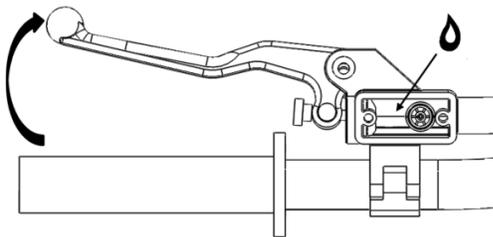


34. Using an 8mm wrench, crack open the bleeder screw for 1-2 seconds and then close it again.



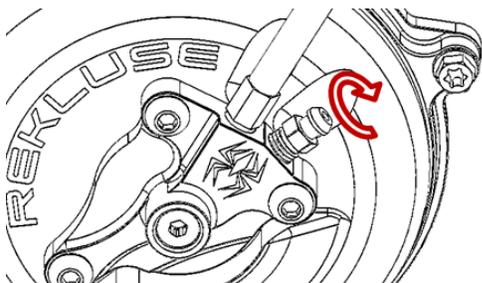
Air and fluid should come out of the bleed screw and into the catch bottle during this process.

35. Slowly release the clutch lever and check the fluid level in the clutch master cylinder.



36. Repeat the previous 3 bleeding steps until air no longer comes out of the bleeder screw and the clutch lever feels and functions properly.

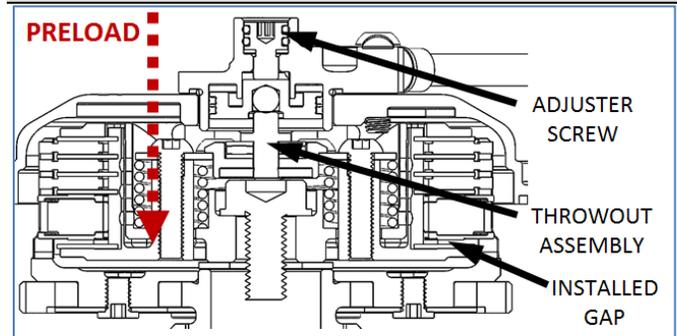
37. Once the bleeding process is complete, torque the bleeder screw to **20 N-m (15 ft-lb)** to seat and fully seal the bleeder screw.



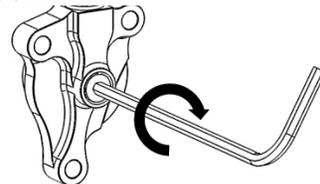
38. Finally, remove the bleed tube and replace the rubber cap on the bleeder screw.

INSTALLED GAP SETTING

DEFINITION: “Installed Gap” is the separation in the clutch pack created by the adjustment of the Adjuster Screw in the Slave Cylinder. This gap is what allows the clutch to spin freely until the desired RPM is reached for engagement; it must be set correctly for optimal performance.



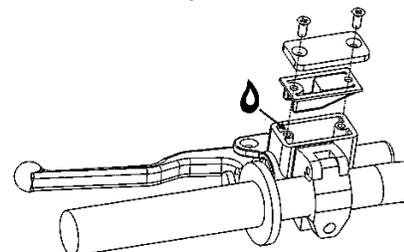
39. Using the long end of a 4mm Allen key, turn the adjuster screw clockwise until it stops under moderate pressure. You are trying to feel for the point at which the throwout will start to preload and lift the pressure plate. This is the “starting point”.



NOTE: It may take a few tries to find the starting point (the point at which the system is starting to preload). You should feel a distinguishable change in turning effort at this point.

40. Once you have found the starting point, turn the adjuster screw clockwise 2-ticks shy of 1 full turn (or 14 ticks). **This will NOT necessarily be your final setting**, but it is a good reference point for using free play gain to find the correct setting in the following steps.

41. Top off the master cylinder with clutch fluid and reinstall the OEM cap and bladder.



CHECKING LEVER FREE PLAY GAIN

NOTICE

Failure to check and verify Free Play Gain can cause failure or damage to this product. Setting the correct gap is critical for clutch performance.



WARNING

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.

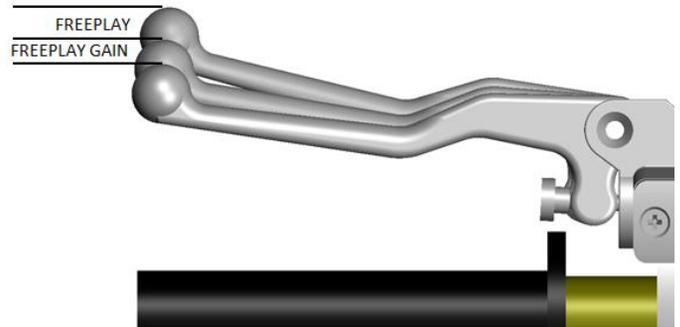
NOTE: Before performing this step, please visit our website at rekluse.com/support/videos to view the tech video entitled: “How to Check Free Play Gain”



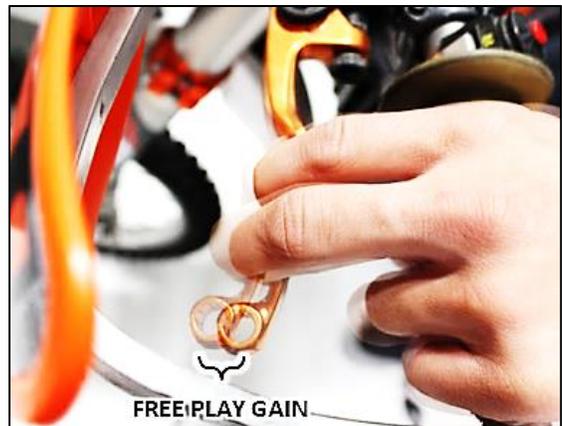
“**Lever Free Play**” is essentially the “slack” in the clutch lever before it starts actuating the clutch. Applying a light finger pressure will take up this slack.



“**Free Play Gain**” is the increase of lever free play as the auto-clutch engages. This happens when the RPM increase from idle through around 10,000 RPM. Free Play Gain is caused by the expansion of the EXP disk which lifts the pressure plate away from the throwout assembly.



Optimal Free Play Gain yields **1/8” (3mm)** of clutch lever movement, measured at the end of the lever. This measurement at the lever correlates to achieving the ideal installed gap.



The following steps explain two ways to check Free Play Gain. One will use the rubber band that has been included in the clutch kit and one explains using your hand, which you will perform before every ride.

Place the bike in neutral, start the engine and let it warm up for 2-3 minutes.

Rubber Band Method:

It is recommended that you use this method first to find your Free Play Gain so you can see what it is. Then, check it by hand as well so that you can effectively and comfortably check free play gain every time you ride.

Wrap the included rubber band around the outer end of the handlebar grip and attach it to the ball end of the clutch lever.



With the bike at idle in neutral, quickly blip (rev) the engine to about 10,000 RPM and let it return to idle. **The clutch lever should move in about 1/8" (3mm) toward the handlebar as you rev the engine.**

NOTE: If you are not getting the correct lever movement, see the "Free Play Gain Troubleshooting Guide" on the next page.

Hand Method:

Free play gain should also be checked using your hand, as you will check it by hand before every ride. With the bike at idle, apply enough pressure to the lever to take up the initial freeplay (slack) shown in the photos on the previous page. While continuing to apply light pressure, rev the engine to about 10,000 RPM. **The clutch lever should move in 1/8" (3mm) under your finger pressure as you rev the engine and the auto-clutch engages.**



FREE PLAY GAIN TROUBLESHOOTING

Each adjustment should be done in small increments - one tick mark at a time. After each adjustment, repeat the rev-cycle until optimal free play gain is achieved.

Symptom:

- Clutch lever moves in too far (too much free play gain)
- Clutch has excessive drag
- It is difficult to fully override the clutch with the lever

Answer: Installed Gap is too small

Solution: Turn the Adjuster Screw inwardly (clockwise) to increase the Installed Gap.

Symptom:

- Clutch lever does not move enough or does not move at all (too little free play gain)
- Clutch is slipping

Answer: Installed Gap is too large

Solution: Turn the Adjuster Screw outwardly (counter-clockwise) to reduce the Installed Gap. It may be helpful to re-find the starting point.

BREAK – IN

Follow these procedures for a new installation and any time new friction disks or EXP bases or wedges are installed.

1. Rev cycles: Warm up the bike for 4-5 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 running, pull in the clutch lever and click the bike into gear. Slowly release the clutch lever. The bike should stay in place, perhaps with a slight amount of forward creep.
3. Now that the bike is idling in first gear, slowly apply throttle to begin moving. To break in the clutch components, perform the following roll-on starts in 1st and 2nd gear without using the clutch lever: In 1st gear, accelerate moderately to approximately 10,000 RPMs and come to a stop—repeat this 5 times. Next, starting in 2nd gear, accelerate moderately to approximately 10,000 RPMs then come to a stop—repeat this 5 times.
4. Now that the EXP is broken-in and the clutch is warm, re-check free play gain at your clutch lever and adjust if necessary. Your clutch pack will expand slightly with temperature, so final adjustments should be made when the bike is warm. Now you are ready to ride!



WARNING

DO NOT RIDE WITHOUT SUFFICIENT FREE PLAY GAIN!

Checking free play gain is easy and takes less than a minute to perform. For optimum performance and longevity, check free play gain when the bike is warm at the start of every ride.

ENGINE IDLE SETTING

Turning the idle screw can be done by hand or with a large Phillips-head screwdriver. Turn this screw to adjust the engine idle to the point where the engine does not stall either in neutral or in gear with the bike at a standstill, but the clutch does not start to engage.

If in a track-side pinch, it is easier to change idle settings rather than EXP spring settings. See “EXP TUNING OPTIONS” section for more info.

CLUTCH NOISE & DRAG

Although it is harmless, some bike models may have “squeal” or “chatter” coming from the clutch at low RPM as it engages. Clutch squeal is caused by the clutch components vibrating as the clutch engages and can become more audible as the clutch gets hot. For bike models that tend to have clutch squeal or chatter here are some recommendations to reduce or eliminate it:

- **Oil:**
Rekluse recommends that you have fresh, clean JASO-MA or JASO-MA2 rated oil for best clutch performance. Dirty or old oil can tend to produce more clutch noise.
Some heavy-duty oil stabilizers or other additives have been known to reduce noise and make shifting smoother, but be sure that any additives you might employ are approved for use in wet-clutch motorcycles.
- **Installed Gap:**
Adjusting the Installed Gap **WILL NOT** affect clutch squeal or chatter!
- **Drag:**
Because the centrifugally-actuated portion of this clutch is sensitive to RPM, the clutch may drag more than stock and possibly may drag more noticeably when cold. If this occurs, warm the bike up by allowing it to idle for several minutes before riding. If drag persists and your installed gap is correct, inspect your clutch plates for signs of wear or heat damage.
- **EXP Spring Setting:**
If your oil is warm and the clutch plates configuration is in spec, yet your bike wants to drag, pulse, or chatter during idle or takeoff, it may be necessary to tune the EXP springs for a higher-RPM clutch engagement. See the “EXP Tuning Options” section on the following pages for instructions.

EXP TUNING OPTIONS

Included are spring options to tune the engagement RPM of the EXP disk. The EXP disk comes set with the recommended “Medium” setting from Rekluse. See the following chart for setting options.

KTM 65 SX, XC, SXS

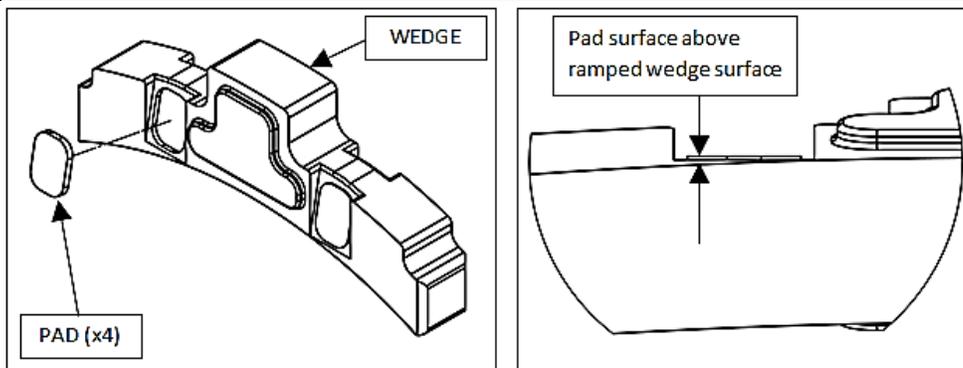
ENGAGEMENT SETTING	SPRING CONFIGURATION
Low	2 Blue & 2 Gold Springs
Medium (the EXP is pre-assembled with this setting)	4 Gold Springs
High	2 Gold & 2 Green Springs

Adjusting the engine idle speed to match your engagement setting is important and greatly affects the overall feel of how the EXP disk engages and disengages. To prevent freewheeling and maximize engine braking, set the idle just below the point where the clutch starts to drag while the bike is idling in gear and warmed up. The idle should be high enough so that the engine doesn't stall when the bike is in gear with the throttle closed, but not so high as to move the bike forward. With a small opening of the throttle, the bike should move forward.

It is **NOT necessary** to disassemble the EXP halves to change springs! To change springs, remove 2 of the ¼-turn pins from one side of the EXP, replace springs, and re-install ¼-turn pins. Next, flip the EXP disk over and repeat on the other side if necessary. To maintain even pressure when using two different color spring sets, install one color set of 2 on one side of the EXP and the remaining color set of 2 on the other side.

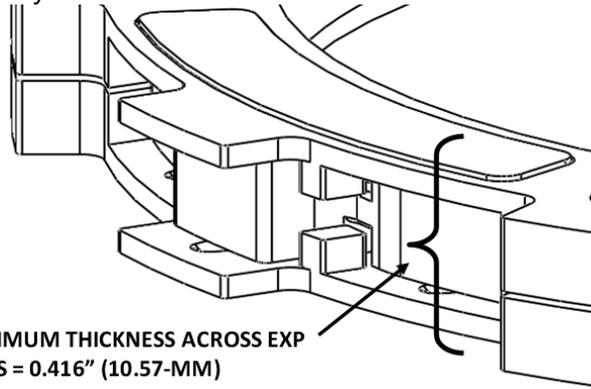


CAUTION: If you disassemble the EXP disk, then the polymer bearing pads may fall out of the wedges or be stuck to the ramp surfaces of the EXP bases. Take care to ensure that all pads are correctly placed into wedge pockets using gentle pressure to avoid damage to the pad surfaces before reassembling the EXP. Properly seated pads will be secured in place once the EXP is reassembled. Operating the clutch without pads in place will cause part damage or failure. Replacement pad kits are available separately from Rekluse.



MAINTENANCE

- Maintain adequate free play gain, checking before every ride and adjusting if necessary.
- Keep up with regular oil changes as per the bike manufacturer's recommendations. Clutch function and longevity depends on oil quality.
- Inspect all of your clutch parts **every 20 hours** of operation for signs of wear or excessive heat, and replace components as necessary.



- If you find yourself making frequent slave cylinder adjustments to fix free play gain, drag, or performance, it is likely time to replace worn clutch disks. Measure your friction disks and replace as necessary.
 - o Friction disk minimum allowable thickness = **0.115" (2.9mm)**
 - o EXP disk minimum allowable thickness = **0.416" (10.6mm)**
- 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 blue/black in color or warped, it is best to replace the entire clutch pack.
- Repeat the break-in procedure anytime the friction disks or EXP bases or wedges are replaced. Always soak new friction disks or EXP bases in oil for at least 5 minutes before installing.

BUMP-STARTING INSTRUCTIONS

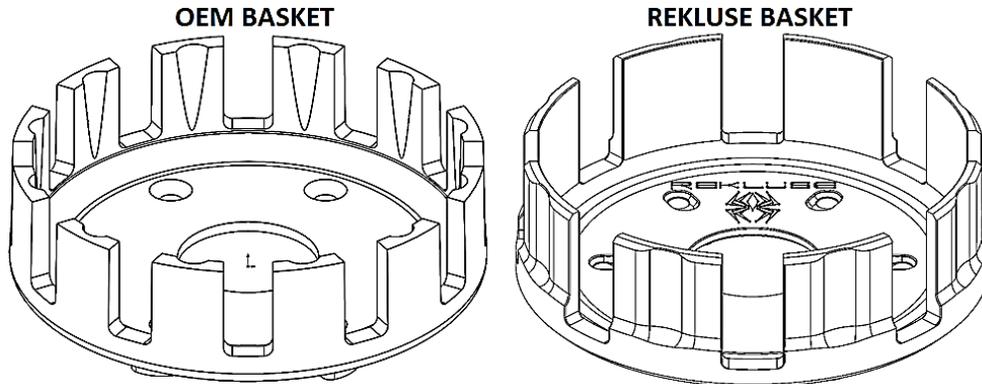
If your bike needs to be bump-started due to a dead battery or any other reason, follow the steps below to quickly bump-start your bike.

1. Use a 4mm Allen key to turn the adjustment screw counter-clockwise, just until it turns freely and no longer is preloading the pressure plate inside the clutch.
2. Bump start the bike. The clutch will function like a manual clutch at this point.
3. Once the bike is started, readjust the free play gain as per the instructions to reset the installed gap.

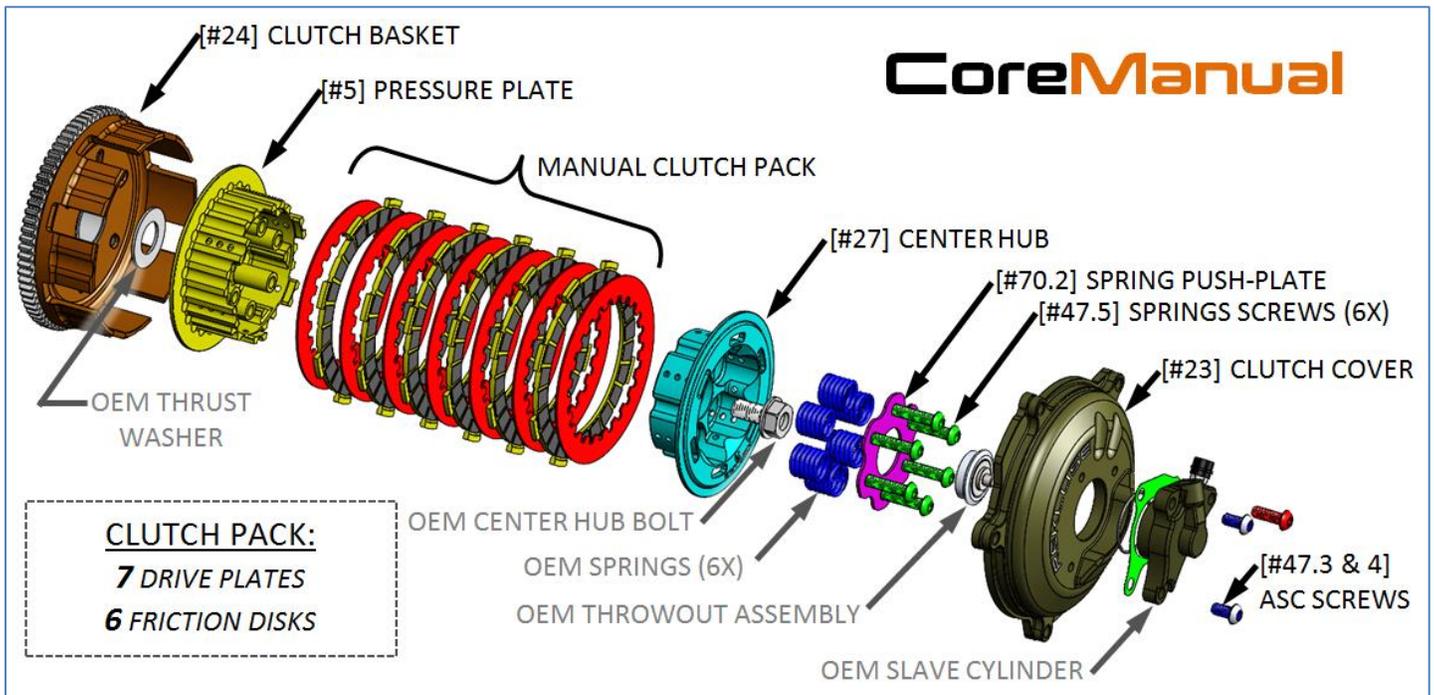
Visit Rekluse.com for more detailed instructions, videos, parts-fiche documents, and warranty information.

CONVERTING TO A MANUAL CLUTCH (OPTIONAL)

When the installation of the CoreEXP auto-clutch is performed, the bike's basket assembly is disassembled and then reassembled using the Rekluse basket instead of the OEM basket. The Rekluse basket converts the clutch from having 12 tabs per friction disk to having 8, and permits the employ of a taller clutch pack than stock. This conversion is a necessary upgrade to improve overall clutch performance and the life of the clutch basket, and includes the required friction disks to complement it.



Once the clutch has been converted to using the Rekluse basket, the clutch **cannot** be returned to a stock configuration without purchasing a new OEM basket assembly. However, it can be converted to a manual clutch if desired, by purchasing a few more Rekluse clutch plates and configured as shown below.



WARNING

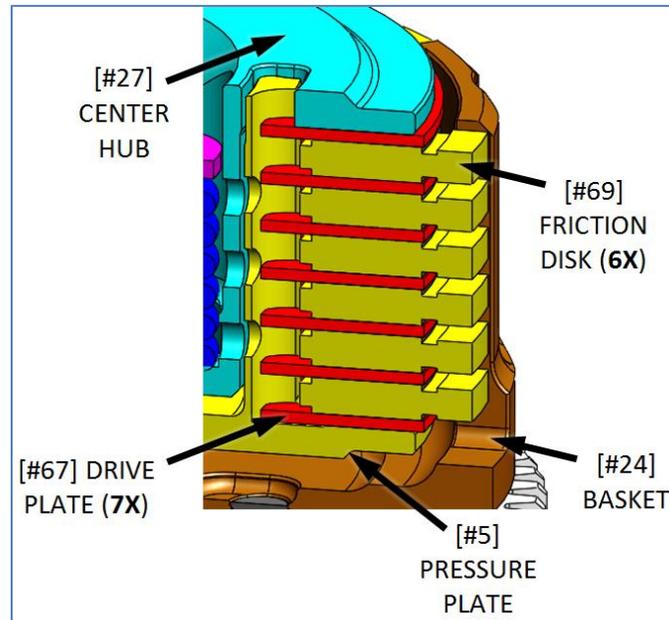
The Rekluse clutch cover [#23] is compatible with CoreEXP & CoreManual clutch products from Rekluse, as well as with the OEM clutch. It is critical that the supplied slave cylinder screws [#47.3 & 47.4] are used if the Rekluse clutch cover [#23] is installed, or internal clutch damage will occur. These screws are shorter than the OEM screws and provide adequate clearance to moving parts.

For sufficient clearance, the Rekluse clutch cover [#23] is required when the Rekluse basket [#24] is installed.

Converting to CoreManual Clutch Parts Required:

Item #	Item Type	Qty. More Than CoreEXP	Qty. Total
67	Steel Drive Plate	2	7
69	Friction Disk	3	6
--	OEM Slave Cylinder	1	1

Cross-Section Overview: CoreManual



1. To convert the CoreEXP clutch to a CoreManual clutch, you will first need to purchase an additional 2 steel drive plates [#67] and 3 friction disks [#69] from Rekluse.
2. Remove the clutch components from the bike down to the pressure plate [#27], including the clutch pack.
3. Reconfigure the clutch pack to include 7x drive plates [#67] and 6x friction disks [#69], then reinstall the pressure plate, center hub, and the rest of the components up to the slave cylinder.
4. Replace the Rekluse adjustable slave cylinder [#86] with the OEM slave cylinder for best results with the manual clutch.

