REKLUSE MOTOR SPORTS

TorqDrive Kit for Harley-Davidson 2013 + CVO and 2014 + Triglides 2015+Touring Low Models

INSTALLATION & USER'S GUIDE

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Doc Rev: 071415

OVERVIEW

- This kit replaces the OEM clutch pack (friction disks and drive plates) to achieve the necessary performance.
- This kit is compatible ONLY with the OEM clutch components.
- No modification of OEM parts is necessary.
- Replacement of the OEM primary chaincase cover gasket is recommended with this installation.

RESOURCES

- Thoroughly read and understand the ***Safety Warnings*** document before installing or riding.
- Videos related to this product can be viewed online at **rekluse.com**
- A detailed parts fiche can be found online at **rekluse.com/support**

INSIDE THIS DOCUMENT

TOOLS NEEDED

- Allen key set (Standard SAE)
- Torx bit set
- 10mm socket
- Torque wrench (in-lb & ft-lb, or N-m)
- End wrenches (Standard SAE)
- 2x dental pick tools

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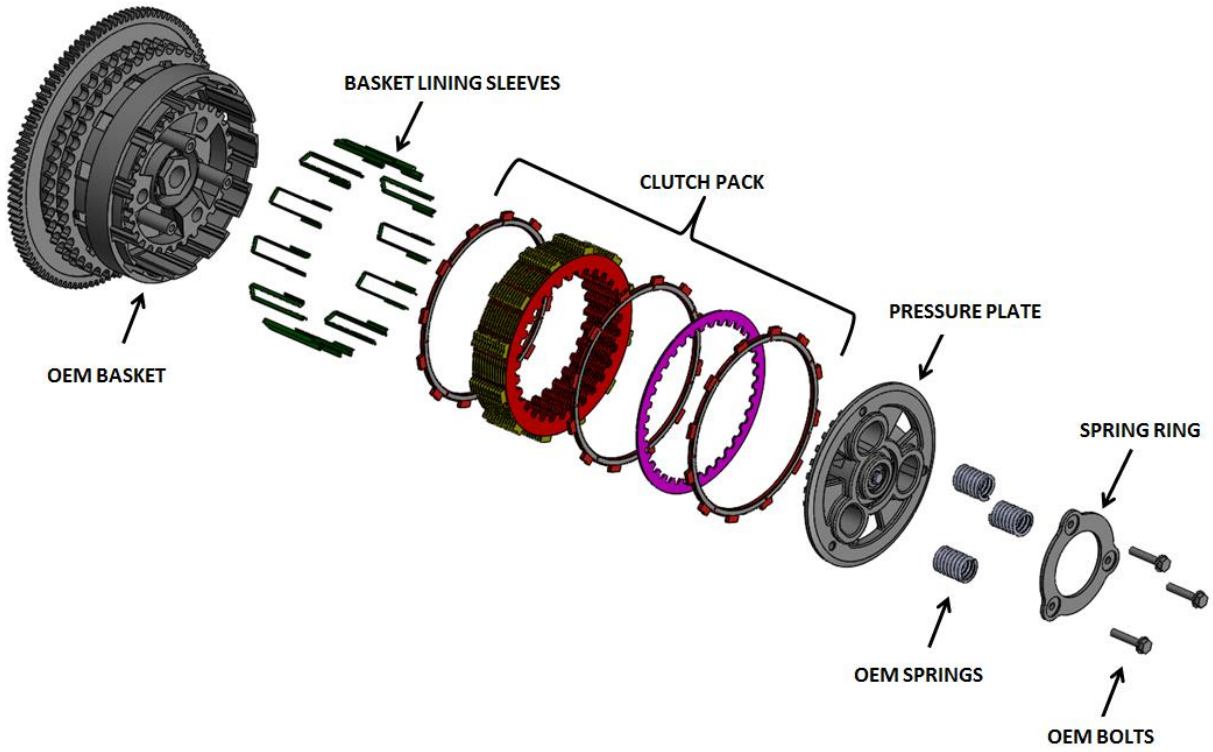
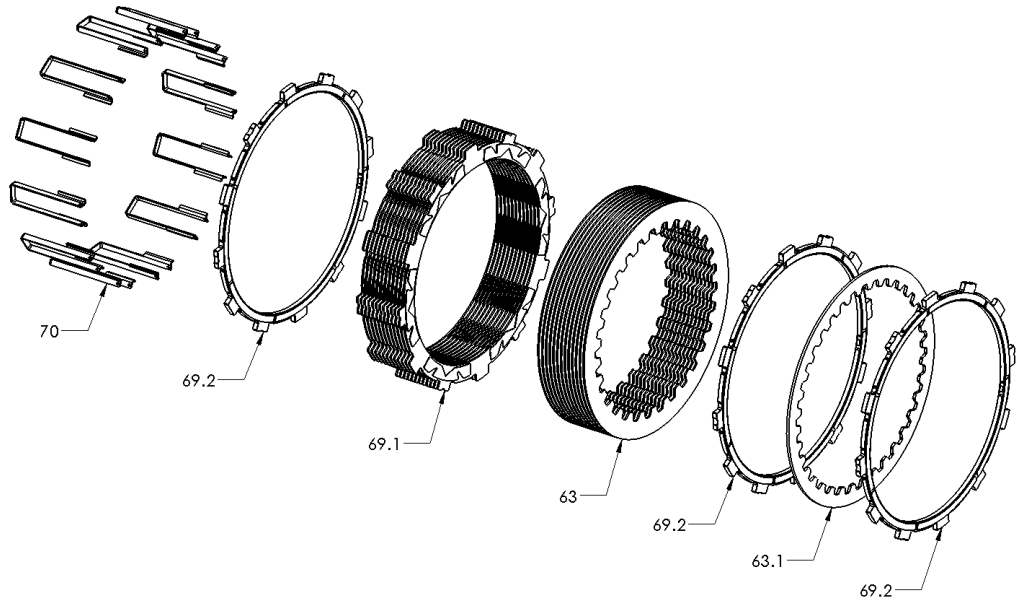
ASSEMBLY OVERVIEW



INCLUDED PARTS

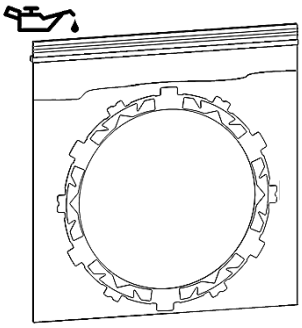


Item	Item Type	Qty
63	Steel Drive Plate (.040”)	13
63.1	Steel Drive Plate (.065”)	1
69.1	TorqDrive Friction Disk	12
69.2	Thick Friction Disk	3
70	Basket Lining Sleeve	12

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

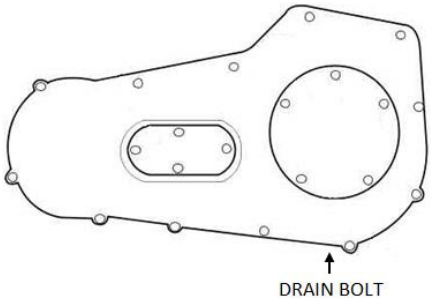
PREP & DISASSEMBLY

1. Soak all the Rekluse friction disks [#69.1, 69.2] in oil for at least 5 minutes.

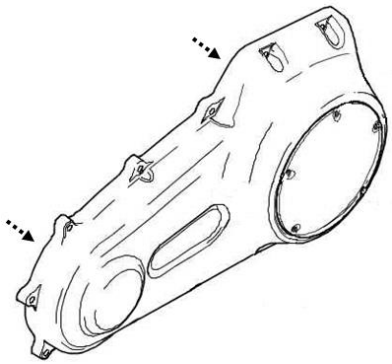


2. Place the bike upright in a lift or suitable stand.

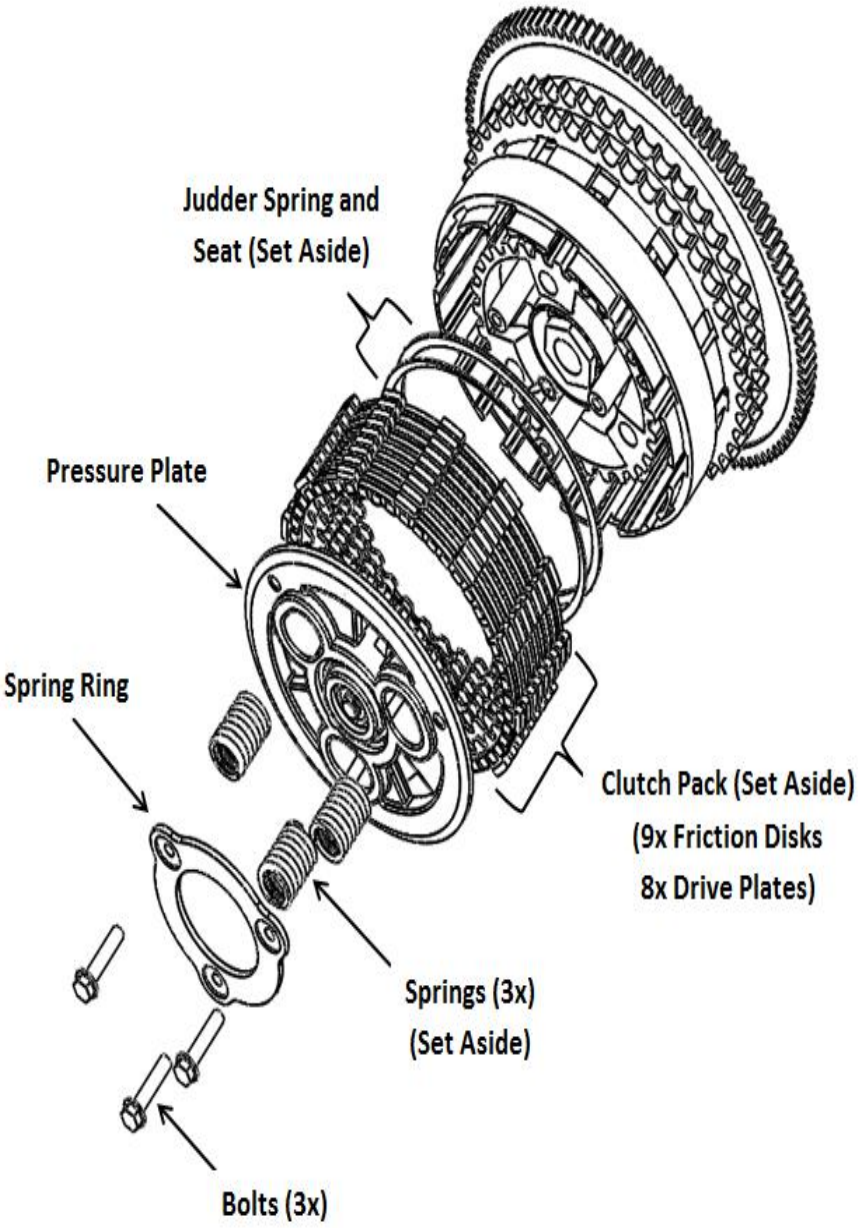
3. Drain the oil from the primary chaincase into a suitable container.



4. Remove the primary chaincase cover. This may require removing the left floorboard, foot peg(s), shift lever and/or side stand.



5. Remove the OEM parts named in this diagram.

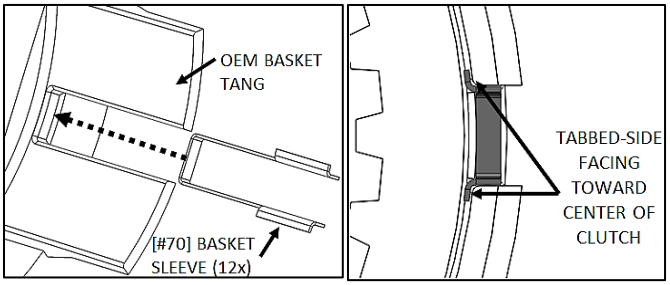


NOTE: NOTE:

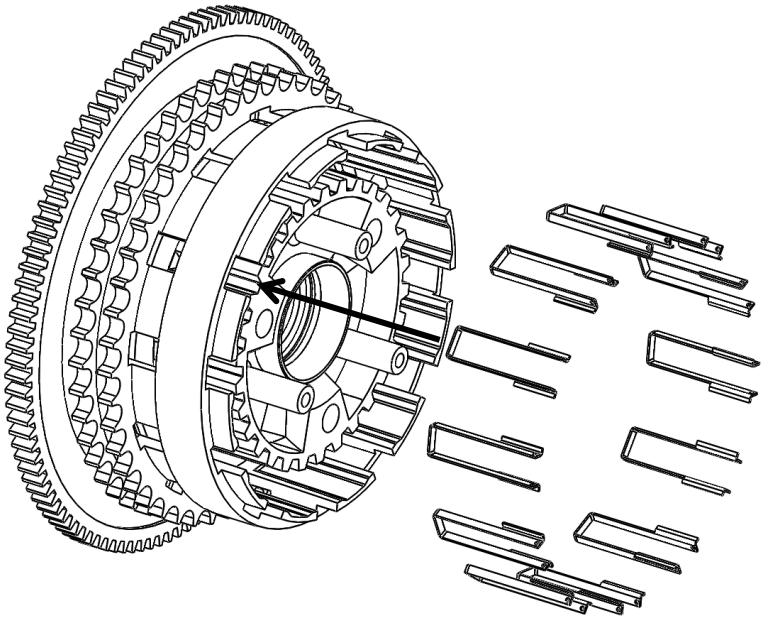
1. The OEM Judder Spring and Spring Seat WILL be reused.
2. The rest of the OEM clutch pack will NOT be reused.

You may need to use dental picks to reach and remove the bottom plates and judder springs.

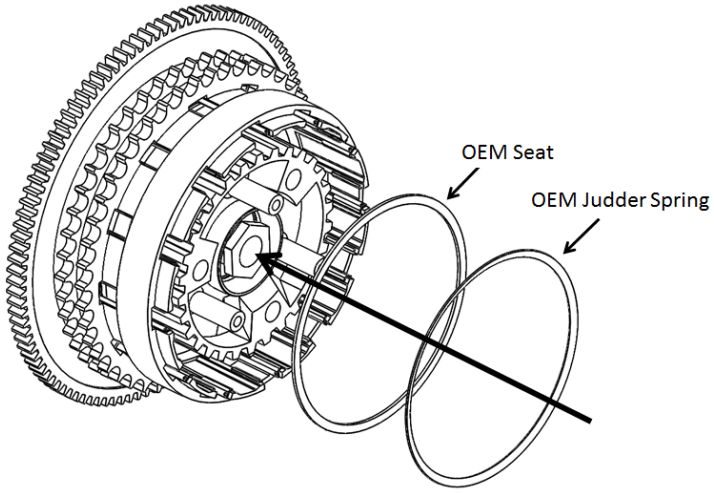
6. Install the 12 Basket Sleeves [#70] into the tang slots of the OEM basket, pushing them in until they contact the bottom of the tang slots.



NOTE: In some models, the sleeves will fit deeper into the basket than others.

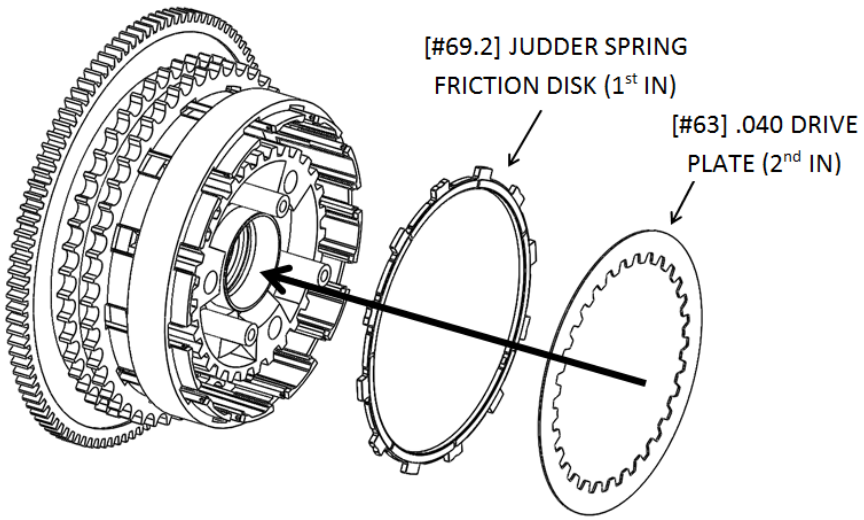


7. Reinstall the OEM spring seat and judder spring in the orientation shown below.

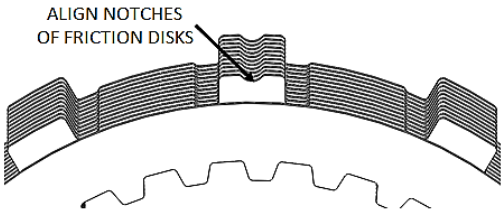


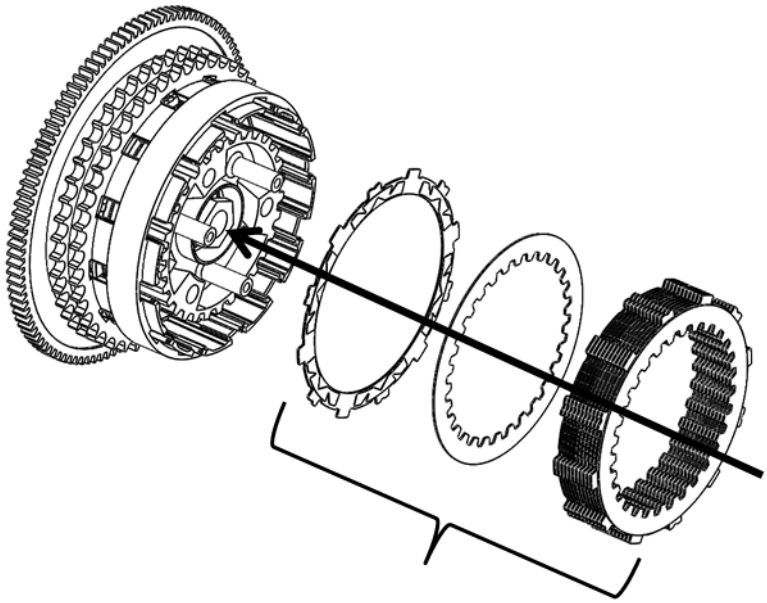
NOTE: The judder spring should be oriented such that the cupped surface faces the installer.

8. Install the first thick friction disk [#69.2], followed by a .040'' drive plate [#63]. Using dental picks to manipulate the basket sleeves may aid with installing the plates.



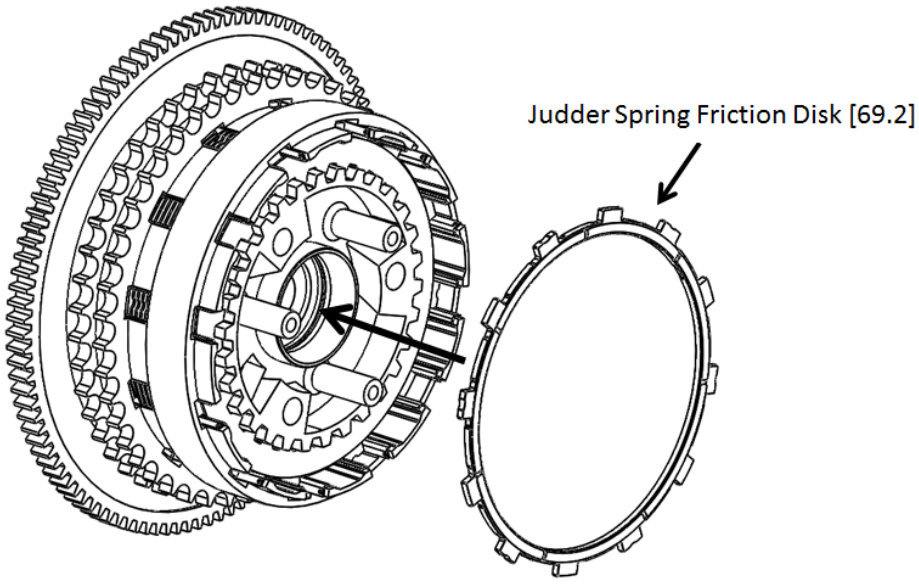
9. Taking care to align the notches on the friction disks, install the rest of the thin friction disk [69.1] and .040'' drive plates [#63], one item at a time, alternating friction disks with drive plates.
Correct alignment is critical for optimal performance.



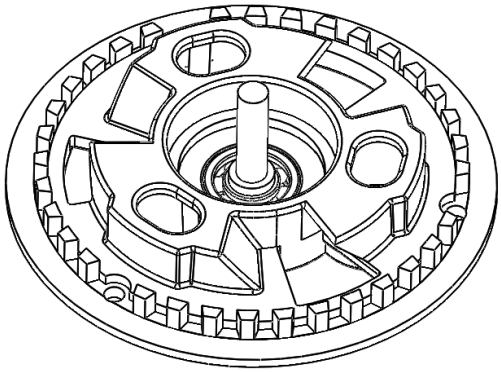


CLUTCH PACK (12X THIN FRICTION DISK [69.1]
AND 12X .040 DRIVE PLATES [63])

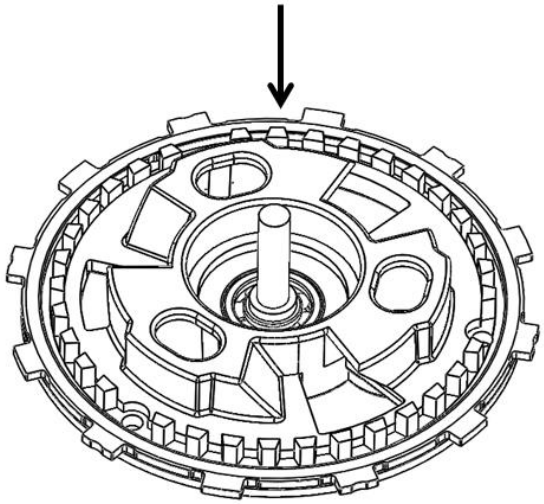
10. Install one of the two remaining thick friction disk [#69.2] after the last .040" drive plate, aligning the notches with the other friction disks. This concludes this portion of the clutch pack install. The remaining Rekluse thick friction and .065" drive plate will be placed on the backside of the pressure plate.



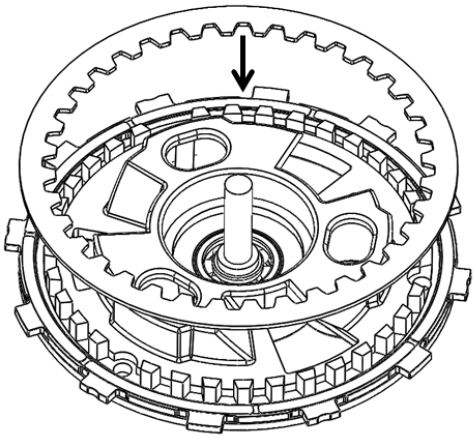
11. Orient the pressure plate such that the backside teeth are facing you.



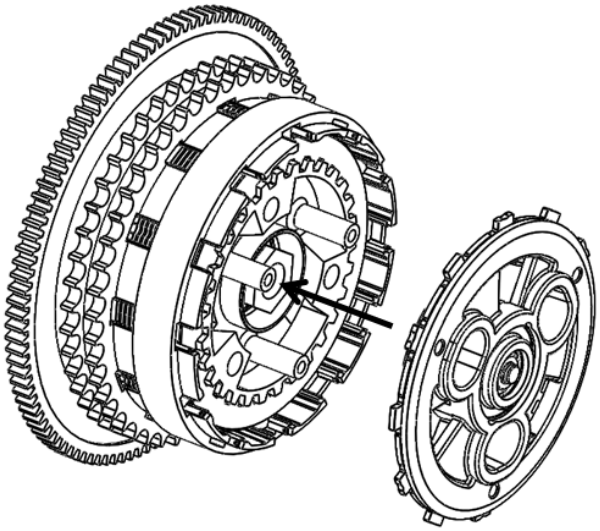
12. Install the remaining Rekluse thick friction [#69.2] on top of the pressure plate flange.



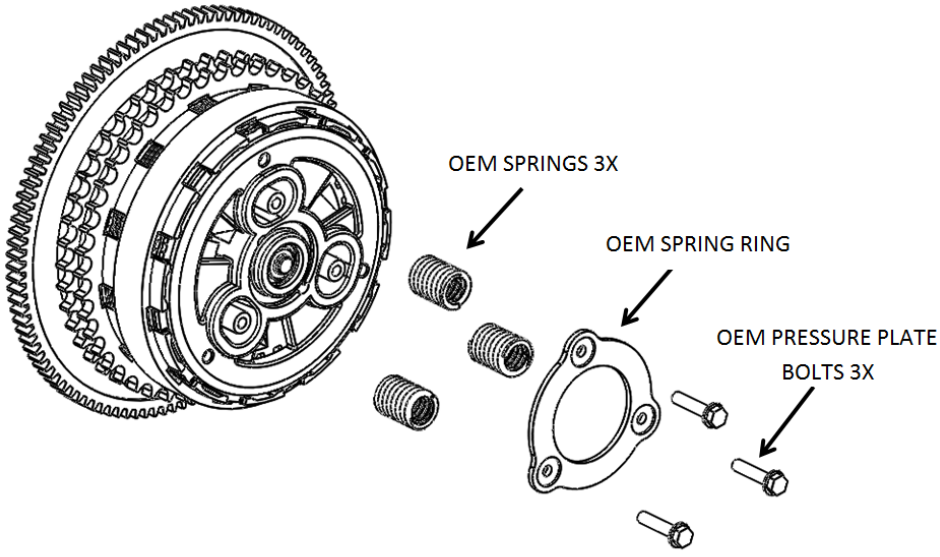
13. Install the remaining Rekluse .065 drive plate [#63.1] on top of the previously place Rekluse thick friction.



14. Install the pressure plate assembly, ensuring that the OEM push-rod is still indexed to the pressure plate. Be sure to align the notches of the pressure plate friction disk with the rest of the clutch pack.



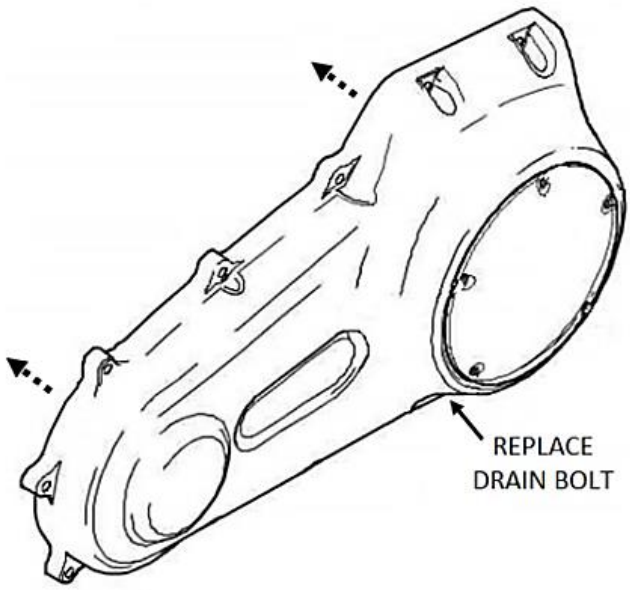
15. Reinstall the OEM coil springs, spring ring, and pressure plate bolts. Using a 10mm socket, torque the pressure plate bolts to OEM specification.



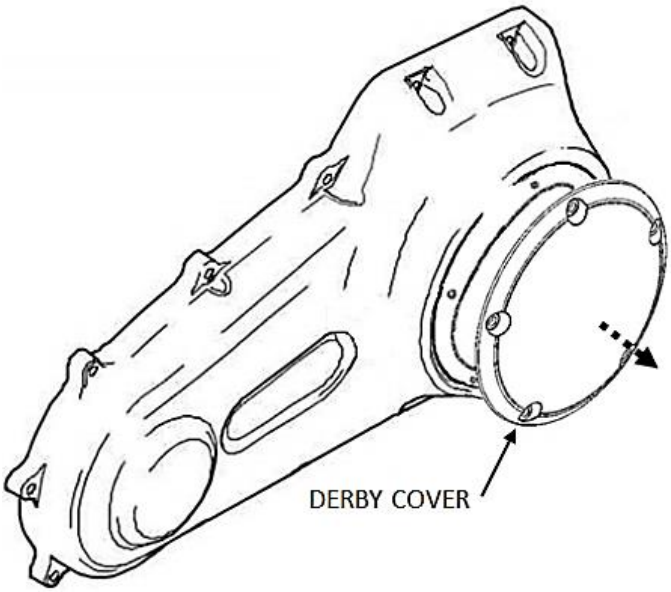
PRIMARY COVER INSTALLATION

1. To avoid leaks, thoroughly clean both mating surfaces on the primary cover and the engine case.

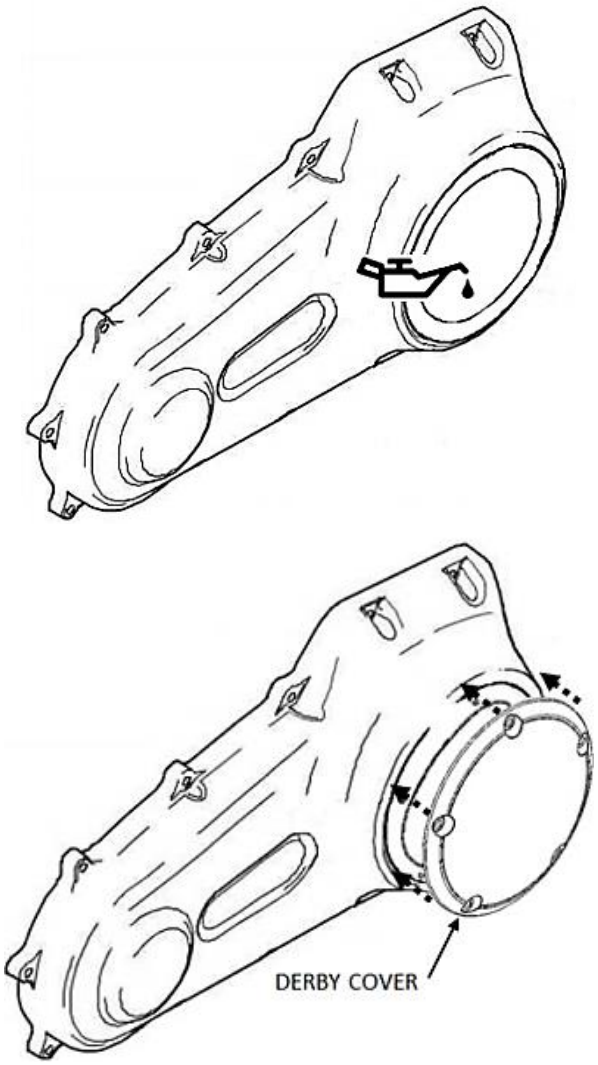
2. Reinstall the gasket, drain bolt and the primary cover.



3. With the primary cover installed, remove the derby cover using a T-27 Torx bit.



4. Using a funnel, add 1.25 quarts of oil to the primary case through the derby cover cavity. **See "Oil Selection" section** for suggestions**.** Then, reinstall the derby cover.



BREAK – IN

- The clutch will break in within 100-200 miles of normal riding. Until break-in is complete, you may experience more clutch drag than normal.

- It is recommended to do an oil change after the first 1,000 miles to drain any excess clutch debris that occurred from break-in.

OIL SELECTION

NOTICE

Proper clutch function is dependent upon the primary chaincase oil viscosity, chemistry, and quality.

Harley-Davidson Big-Twin motorcycles have **3 separate oil compartments:**

1. Engine (top and bottom end)
2. Transmission
3. Primary Chaincase (where the clutch is housed)

Regardless of the oil(s) you choose to employ in your engine and transmission, the primary chaincase oil should be treated differently. For your primary chaincase, Rekluse recommends only JASO-MA or JASO-MA2 certified oils for use in a wet-clutch environment. Typically, heavier gear oils are ideal, such as 80-90wt., as they help reduce clutch noise. Keep up with regular oil changes as per the bike manufacturer's recommendations. The suggested amount is 1 quart (~1 liter).

TROUBLESHOOTING

Clutch Drag:

- *Cold Drag Only* – Cold drag is normal. The clutch will likely always have some amount of drag before the oil warms to operating temperature. Be sure to warm up the bike before riding.
- *Hot and Cold Drag* – Change oil. Check for warped or non-flat plates in the clutch pack.

Clutch Slip:

- Inspect the clutch for signs of wear or heat.

MAINTENANCE

- Keep up with regular oil changes as per the bike manufacturer's recommendations. Tired, dirty, or worn primary chaincase oil can hinder clutch performance and may cause excessive clutch drag or noise. See "Oil Selection" section for more details.

- Inspect your clutch parts at the interval prescribed by the bike manufacturer's service manual for signs of wear or excessive heat, and replace components as necessary.

- 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 warped or colored as described below, it is best to replace the entire clutch pack.

- Repeat the break-in procedure anytime that any clutch disks are replaced. Always soak friction disks in oil for at least 5 minutes before installing.

When inspecting the clutch pack, the following pictures can be used as reference:

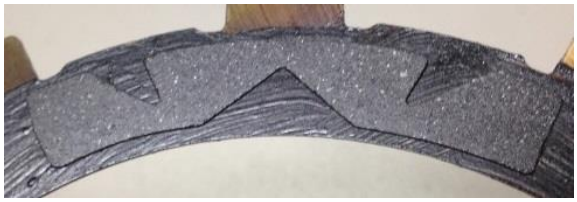
Drive Plates – If the clutch pack is getting high amounts of heat, purple, blue, or black color can be seen on the drive plate teeth. See Pictures below.

Normal Heat

High Heat (Blue/Purple)

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 oil is cleaned from the friction disk.



Normal Friction Pad

Glazed Friction Pad

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