TAK'S PERFORMANCE PARTS

VP Clutch Installation Instructions

Variable Pressure Series

ZPN 712126 thru 712135

Read and become familiar with these installation instructions before starting. The steps are straightforward.

Stand the bike upright using a jack or wedging a piece of wood under the kickstand. This will prevent oil leaking even if the derby cover is removed. Remove the derby cover.

① Back off the cable adjuster until the adjuster is fully collapsed.

② Adjust the clutch adjuster screw with the stock retainer spring in place. Tighten the screw in until it gently bottoms out then back it out 1/2 to 1 turn. (Adjustment is performed by holding the adjuster wrench lightly as shown in the photograph.)

③ Loosen the retainer spring evenly a little at a time using a 10 mm socket wrench. Pull the retainer spring and remove it.

④ Bend the 6 base plate tabs slightly outward.

> * Bend tabs to roughly the same angle as the pressure plate. If bent too far there is no cause for concern.

⑤ Starting with the widest tab on the base plate insert it inside the diaphragm spring. Ensure that it is seated all the way in.

> * The base plate distributes the pressure of the levers and so prevents damage to the pressure plate.

⑥ Install the TPP variable pressure clutch. If you install it from one of the bottom levers first then it will go in easily.

⑦ Use the provided kit bolts and tighten evenly with a 5 mm Allen wrench. Ensure the diaphragm spring is not out of position and start tightening the bolts.
Finally, tighten to a torque of 10.2–12.4 Nm.

⑧ Cut out a standard gasket with scissors as shown in the photograph or purchase a separately available O-ring.

⑨ Adjust the clutch cable. Ensure free play of 3 mm or more at the clutch lever pivot between the clutch holder and lever without pulling the cable.

⑩ Tighten derby cover bolts alternately. Finally, tighten to a torque of 9.5–12.2 Nm. Depress the clutch lever and if the action is smooth then the installation is complete.



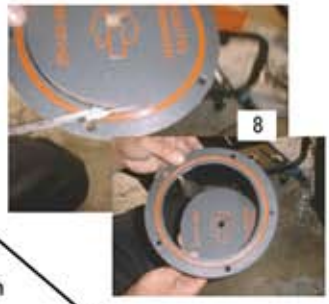
















Important

* For 2004 and later models with helical gear transmissions we recommend backing out the adjuster screw at least 3/4 of a turn.

Back out the clutch adjuster screw 1/2 to 1 turn and ensure at least 3 mm of free play in the clutch lever. Neglecting to do this may likely result in a half-clutch state.

Note: Undertake a clutch disc inspection and measurement on high-mileage bikes and replace as necessary in accordance with the service manual.

Installation complete. A nice easy clutch and variable pressure makes riding your Harley a pleasure.

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For product updates and information go to
www.bluepanther.jp
Installation video is also available.