AIM Corp. PERFORMANCE PRODUCTS
VP-LT & VP-Invo

Installation Instructions 1/2

Parts#VP019-95LT / VP022-84LT / VP023-68LT For '98 and later 6 Studs Style Clutch

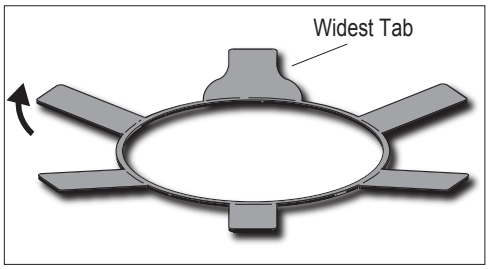
Read and become familiar with these installation instructions before

Note; **Non-Stock Derby Cover** (including any special or '03 Anniversary Cover) and ' 15 and later **Narrow Primary Cover** and **3 holes derby cover** may require a derby cover spacer.

1. Stand the bike upright using a jack, this will prevent any oil leaking out of the primary cover. Then Remove the derby cover.

Skip *Section 2* if your bike has Hydraulic Clutch Control System.

2. Adjust the clutch push rod with stock retainer plate in place.
   Back off the cable adjuster until the adjuster is fully collapsed and loosen the clutch adjuster lock nut. And then tighten the clutch adjust screw in until it gently bottoms out then back it out 1/2 to 1 turn. Then tighten the lock nut. See ***Picture 1***.
3. Jack the rear wheel up just enough for the rear wheel to move freely, then shift into high gear 5th or 6th , this will make it easier to rotate te rear wheel.
4. See ***Picture 2 & Picture 3***. Rotate the rear wheel until you have aligned 2 of the clutch studs bolts horizontally at the bottom to the ground.
5. Loosen the spring retainer plate screws evenly a little at a time using a 10mm socket wrench. Pull out the retainer plate and remove it.
6. Bend the 6 star shim tabs slightly outward to follow the pressure plate concave shape.



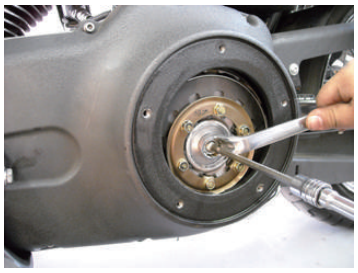
Bend the tabs roughly to the same angle as the stock pressure plate, if bent too far not to worry.

7. See ***Picture 4.*** Install the star shim. Starting with the wide tab insert it behind the diaphgram spring, making sure all tabs are behind the spring, and that the shim is mounted over the lip on the pressure plate.
8. Put the diaphgram spring back onto the pressure plate if it is dropped off from the position. And then rotate the diaphragm spring and align it into the threaded tower in the clutch inner hub.
9. Align the VP Clutch. Place the VP Clutch on diaphgram spring ensure the diaphragm spring is not out of position. See ***Picture 5***. Start from one of the bottom bolt. Align the bottom #1 bolt, then put #2 bolt in and thread it in by hand. Required to pry the VP to compress the spring to align the holes if using the stiffer spring. Install all provided bolts and tighten evenly with 5mm allen wrench until screw touches on the VP retainer plate surface.

If it is hard to align more than one bolt hole when using stiffer spring, see following steps.

9-1 See ***Picture 6***. Rotate the rear wheel until we can align one of the clutch studs bolts at the bottom to the ground.

Picture.1



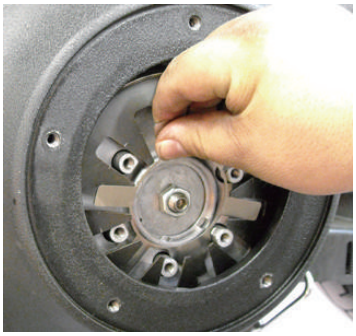
Picture.2



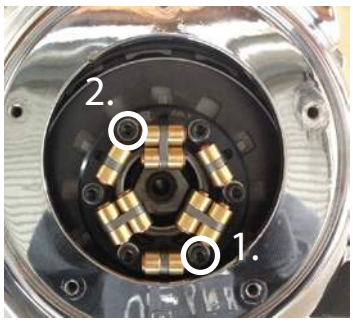
Picture.3



Picture.4



Picture.5



9-2 ***See Picture 7***.Place the VP Clutch on diaphgram spring ensure the diaphragm spring is not out of position. Start from the 5 o'clock position bolt, align the hole then put bolt in and thread it in by hand. Then tighten up the bolt about half way with 5mm allen wrench making sure the screw is going into the thread straight otherwise thread may be damaged.

9-3 Push the left of bottom side in and turn the VP retainer counter-clockwise until align 10 o'clock position bolt. Also you can push in and rotate the VP Clutch with 5mm allen wrench with extension. ***See Picture 8***. Put bolt in and thread it in by hand and then tighten down 5 turns.

9-4 Loosen the 5 o'clock position bolt but **don't** remove it.

10. Then install remaining screws tightening in a star like pattern until screws touch the plate.

11. Check the diaphgram spring alignment again. ***See Picture 9***.You can check the diaphgram spring position from side of VP Clutch. Make sure there is no binding between the threaded tower and the spring tabs. If the spring tabs are not aligned rotate the spring with a small flat driver between spring tabs and the threaded tower. The spring should rotate unless the screws are too tight. ***See Picture 10.***

Tighten down all the mounting screws without alignning the diaphragm spring may cause damage on the threaded tower and spring.

12. Tighen all screws evenly 1 turn at a time in a star like pattern, finally thighten to torque of 90-110 in.lbs (10.2-12.4Nm).

Skip *Section 13* if your bike has Hydraulic Clutch Control System.

13. Adjust the clutch cable. Ensure the free play of 1/8in. or more at the clutch lever pivot between the clutch holder and lever without pulling the cable.

Skip *Section 14* if using O-ring style derby cover gasket.

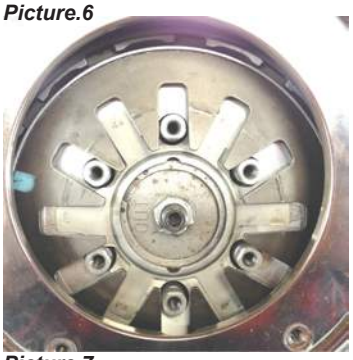
14. ***See Picture 11***. Cut out inner side of the dish style derby cover gasket with scissors.

VP Clutch weights may hit the dish style derby cover gasket without this modification. Also you can use our special designed gasket for VP Clutch, #AM003-001.

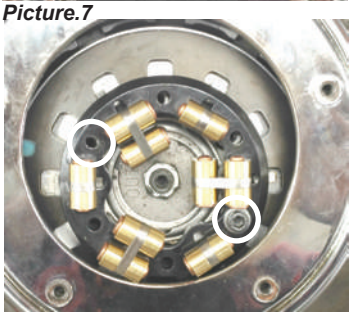
15. Check the derby cover clearance with using the derby cover template or guage, #VP001-004. You can downlaod the template from the Instruction page on our website. If you are using a factory stock derby cover you do not need any spacer. (except '03 Anniversary Cover, ' 15 and later **Narrow Primary Cover** and **3 holes derby cover**)

16. Install the derby cover gasket, derby cover spacer (if it is nesessary) and derby cover. Tighten 5 bolts alternately and finally tighten to the torque of 84-108 in.lbs (9.5-12.2Nm).

Picture.6



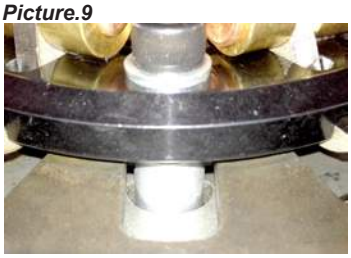
Picture.7



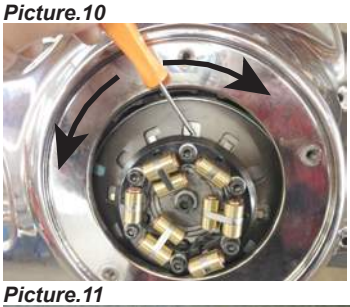
Picture.8



Picture.9



Picture.10



Picture.11

