T.P.P.013 VP-S&A Slip & Assist(3studs,coil spring)

2013 later All CVO Models(Including Softail CVO),Tri-Glide,2015&Later FL Low models,2016&2017 Softail S(TC110") 2017 All Tourer(M8) and 2018 all big twin(Except Softail models) Installation Instruction

No need to remove Primary cover on All year & All models

No Need Derby cover spacer on All models(some of after market Derby cover may need spacer.)

Thank you for purchasing TPP VP-Clutch(VPC).This clutch is one of the most efficient clutch system. light clutch lever pull at low RPM and stronger clutch engagement at higher RPM. Reed and become familiar with this installation instruction otherwise may cause a serious injury and fatal accident.**Pro mechanic installation recommended.Installation by an individuals void warranty.**

Caution:On 2017 and later hydraulic clutch models, after all Stud bolts loosened, Pressure plate may come out and steel plate out of clutch hub. This may course never can grab clutch lever and/or damage clutch components. To prevent this,we suggest to have someone holding pressure plate while installing VPC or use TPP032 Pressure plate holding tool. Pic.1


Pic.1

Pic.2

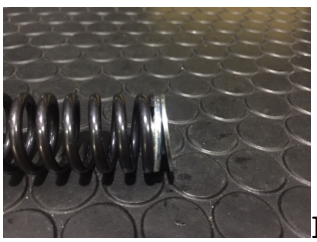
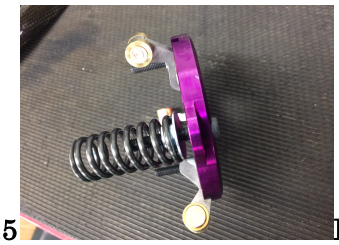
Pic.3

1:Bike on a stand up right.Refer service manual to remove Derby cover.

2: **Conventional Primary models: Rotate the pressure plate to align clutch studs bolts horizontally at the bottom to the ground. Shown as picture 2**

Loosen 3 bolts evenly little at a time to take spring retainer off using 10mm socket wrench.

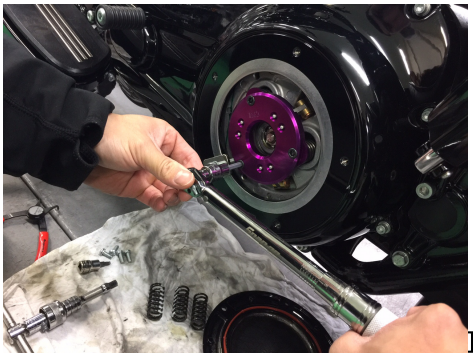
3:Install Base plate in the center of the clutch hub. Bent tab little bit if it's loose.**Pic.3&4**


Pic.4

Pic.5

Pic.6

4:**Choose spring:**	
2013~2016 models(9 friction discs) **Up to 110" Stock engine**	**2017&later models(10 friction discs)** **Up to 120" engine(up to 18kg.m. Torque)**
Use both light springs from kit with 2mmShim washer on each springs.Total 3	Use light springs from kit. No 2mm shim washer needed.
Other powerfull engine	
Use stock spring.Add shim washers if clutch slips. Place shim washer between spacer and spring.**Pic.5** **Caution:Do not place shim washers on pressure plate side(on oval washer)washers always on VPC side.**	

5:Use 3 supplied cap bolts(M6x35) and spacer washers and springs. **Pic.6**

using 6mm hex socket, tighten evenly little at a Time, final torque is 11.3Nm.**Pic.7**



Pic.7

6:grab clutch lever few times to check disengagement. (Non stock derby cover may need derby spacer.)No Need spacer for stock derby cover. It needs at least 8mm concave on back of derby cover.

8:Start engine,check for an abnormal noise. Grab front brake and clutch lever, shift it in 1st gear, check clutch disengagement. Then Go for test ride!

Caution:Clutch disengagement is better but clutch engagement position becomes little far.**(Hydraulic Models)**

To do the engagement position of the clutch nearer, use TPP015 clutch lever pushing drum or TPP031 Lever push rod for 2017 and later models.(Hydraulic models)

Kit contents: VPCx1,M6x35 Cap Boltx3, Washer spacerx3, 2mm Shim washer x 3, Base platex1

We really hope you enjoy clutch pressure vary and have wonderfull riding.

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