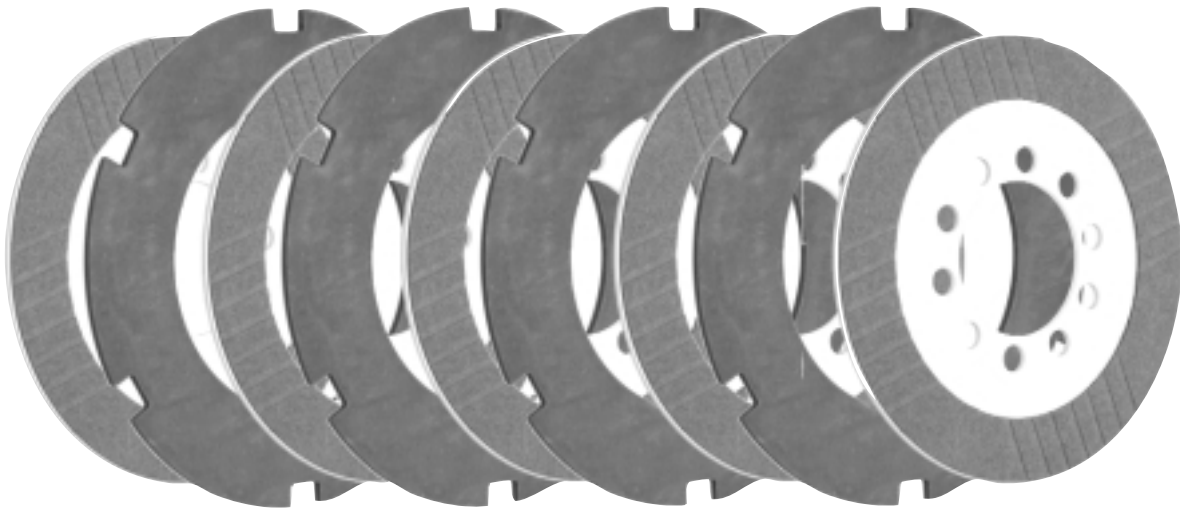




RELY ON "MECHANICS CHOICE" . . . DONE ONCE, DONE RIGHT !!

1941-1984 BIG TWIN CLUTCH KIT
Part # 1048-0020 . . . Replacement Clutch Kit



P/N 1048-0020 consists of 5 Kevlar friction plates & 4 steel plates.

The clutch plates should be pre-soaked for about 10-15 minutes in the same fluid you will be using in the motorcycle. The fluids we recommend are any HD petroleum-based, non-synthetic primary oil, as light weight as possible, or even a good petroleum-based motor oil such as 10/40 or 20/50 in weight. You can even use ATF Type "F" or B&M Trickshift.

THE USE OF SYNTHETICS IS NOT RECOMMENDED AS THEY TEND TO CAUSE SLIPPAGE.

INSTALLATION:

Start with a friction plate and end with a friction plate. **If you are running this kit as an open primary and dry, we still recommend pre-soaking the friction plates for 5-10 minutes to help them seat in.** This will prevent your dry clutch from prematurely glazing, which will make it easy for you to find neutral & will not have that real erratic clutch engagement.

Make sure all friction plates slide on the 10 inner pins freely and that there are no deep gouges on the inner pins to keep the plates from separating. Some imported baskets have a different diameter of pins, so you may have to take a file and open them up. As for the steel plates, make sure they also slide freely.

As for the pressure plate, use a straight edge to make sure the surface is parallel. If it is not parallel, then replace the pressure plate. As for your 10 coil springs, we stock and sell these too. If you use heavy duty springs & the lever pressure is harsh, you can always stagger 5 heavy duty & 5 stock springs (every other one). This will give you good engagement without severe lever pressure. Setting your pressure plate to OEM specs is only a guideline. For this application, you may have to increase or decrease adjustment on you 3 or 5 stud hub.

These are just some helpful tips. For further technical assistance, always refer to your service manual.