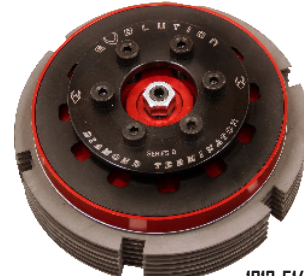




1013-5002 Shown



1013-5142 Shown

## Installation Guide for Evolution Industries Clutch Kits

-Evolution Industries strongly recommends installation be performed by a certified Harley-Davidson technician or an independent V-twin service shop.

-Please follow the factory service manual to ensure proper installation and safety while installing this product. These instructions will only note the differences, if any, between Evolution Industries and D.E. Installations. All other steps can be followed from the factory service manual.

-Before beginning installation of your kit, make sure you have received the correct parts necessary for the installation on your bike.

-The fiber clutch plates should be soaked in the same fluid you will be running in your primary. We recommend using **B&M Trick Shift, ATF "Type F", Spectro Primary Fluid or any conventional Non-Synthetic fluid designed to work in a V-Twin Primary.**



(Fig. 1) '07 & Later Shown

1. Refer to the factory service manual to remove your original clutch basket assembly from the primary chain case. When the clutch basket assembly is removed from the bike, remove the clutch plates from the clutch basket if they have not been removed already.

2. \*Remove the retaining ring from the back of the drive hub that holds the hub into the clutch basket bearing. Next, press the original drive hub out of the clutch basket. Make sure to support the basket from the sprocket as not to put pressure on the ring gear on '07 & newer styles. You should have a clutch basket with nothing in it at this point. (Figures 1, 2 and 3)

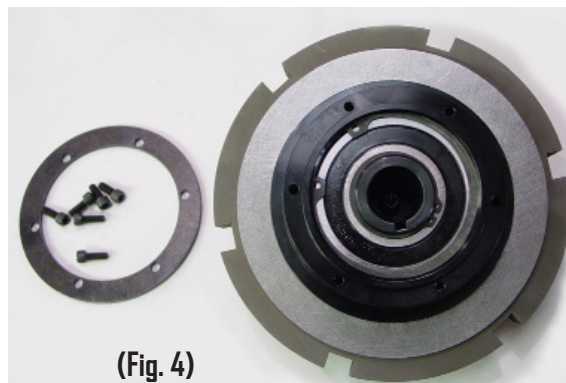


(Fig. 2) '90-'97 Shown

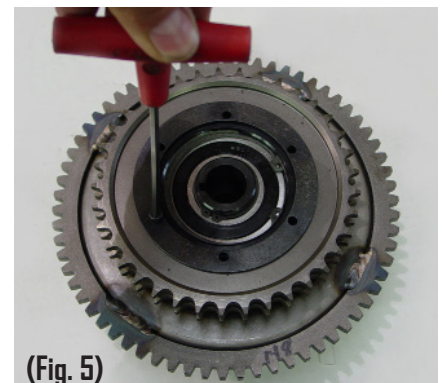
\*For '36-'84 applications, keep the drive hub installed in the bearing Adapter. Remove the Allen fasteners holding the retaining ring on the bearing adapter (Fig. 4). Lubricate the sleeve of the bearing adapter and install the drive hub with the bearing adapter into the clutch basket. Use medium strength thread lock on the retaining ring fasteners and torque to a maximum of 80 in/lbs. (Fig. 5).



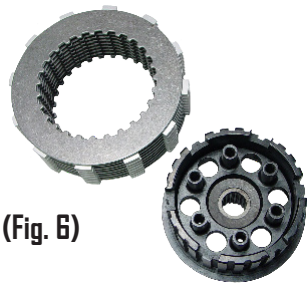
(Fig. 3) '36-'84 Shown



(Fig. 4)



(Fig. 5)



(Fig. 6)

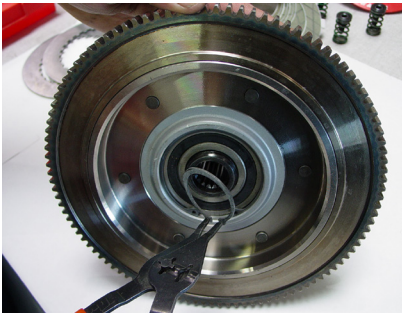
3. Prepare your new clutch kit for installation by removing the Coil Springs or Diaphragm Spring, the pressure plate, and also the clutch pack (Steels & Fibers) and set aside in the order they were installed. (Fig. 6)



(Fig. 7)

4. Separate your steel plates from your friction plates. Make sure to keep the original order of the steel plates. Soak your friction plates in the fluid you will be running in the primary. A few minutes is sufficient soak time. (Fig. 7)

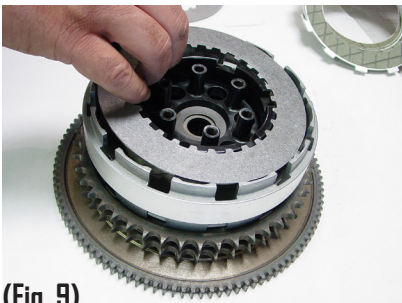
5. Next, press your new drive hub into the clutch basket. Lubricate the drive hub stem with grease to aid with installation. It is necessary to support the inner race of the clutch bearing while pressing in the drive hub. If the inner race of the clutch basket is not supported damage may occur to the bearing rollers and cause premature failure. The drive hub has been pressed on fully when the retaining ring can be installed on the back of the clutch basket. (Fig. 8)



(Fig. 8)

6. Install the Clutch Basket back into the motorcycle as per the factory service manual's procedure. The same torque values as original equipment can be used on the new clutch.

7. Install your new clutch pack (with the fiber plates soaked) starting with a .079 steel plate. Alternate using steel plate then fiber plate until ending with the .110 Steel Plate. No steel plate should be against another steel plate; Nor fiber touching another fiber. The clutch pack is installed correctly if you end with a steel plate. (Fig. 9)



(Fig. 9)

8. Make sure the clutch adjuster mechanism is backed out fully before installing the pressure plate and coil springs. Use a medium strength thread lock on the coil spring retaining bolts and tighten until snug. If using a torque wrench do not exceed 23 Lb/Ft. (Fig. 10).

9. Adjust the inner clutch mechanism (Except Hydraulic Models) per factory spec. If your model is equipped with a Factory Hydraulic clutch the adjuster release rod must be installed into the new pressure plate. The clutch kit installation should now be complete. Follow the factory service manual to re-install any remaining items removed during installation of this clutch and add your fluid to the primary. Allow a few miles for the new clutch to "break-in", re-inspect and adjust the clutch adjustments if needed.



(Fig. 10)

Notes: Medium strength springs come standard in all Evo-Ind. clutches. If you experience slippage after the initial break-in period and re-adjustment, you may need to install a set of Heavy red springs. Medium and Heavy springs can be alternated to adjust overall spring pressure of the clutch.