

Cycle House Clutch and MTC springs Install

Believe it or not this is really a pretty easy job, it's not like doing the clutch in your old pickup.

Guess the first thing you need to do is remove your pipes. The good news is you don't have to drain your oil for this install if you leave it on the kickstand.

I used the Cycle House High Performance Clutch Kit

<http://www.directlineparts.com/product.asp?pid=7690&str=290>

and the MTC heavy Duty Clutch Springs

<http://www.directlineparts.com/product.asp?pid=6715&str=290>



Now that you have your pipes off you can pull your case bolts (8mm socket). What I do is lay them out on a rag in the order they came out. If you notice in the picture there are three bolts that have washers so doing it this way I know they will go back in the same hole.



Now that you have all the bolts out you need to tap on the case to break it loose from the pins. Pull the case off of the pins but be careful, my gasket was stuck on the right side and I had to slide a piece of sheet metal in between the cover and the gasket to break it loose.

Now is a good time to check the gasket for damage.



Use a 10mm socket to remove the clutch spring set bolts.



Now that you have the bolts and springs off you can pull the inner hub. On mine the thrush washer stuck to the hub so make sure you don't lose that.



Now you can pull your stock plates out. Pay attention to the order they come out as the new plates have to go back in the same way.



Now that you have all but the last plate out and the wave washer and wave washer seat you can start putting the plates back in the way they came out.



The first and the last plate have steel on one side and pads on the other. The first plate goes in with the pad side in and the steel side out. Make sure you soak all the plates in oil before you install them.



As you can see from this pic the pads are a little bigger on the Cycle House plates.



Last plate gets the steel side in and the pad side out.



Now you can install the clutch push piece with bearing and thrust washer and inner hub.



Now it's time to install the new MTC springs. These springs are shorter than stock but don't worry they will work just fine, better than stock.



Now install the bolts and snug them up and then tighten them in a star pattern to spec.



Install the cover bolts and check to make sure the clutch engages and disengages properly. That's it, put your pipes back on and go for a ride.