



INSTALLATION GUIDE

Harley-Davidson M8 and 07+ Twin Cam models

Doc ID: 195-4115005
Revision: 101122

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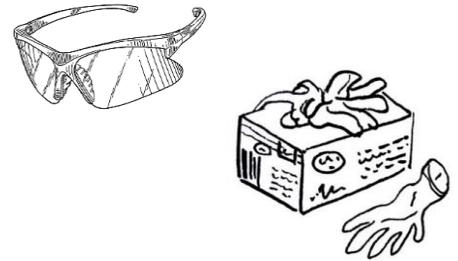
OVERVIEW

This kit replaces the OE (Original Equipment) or “stock” clutch basket.

- No modification of the OE parts is necessary.

INSTALLATION TIPS

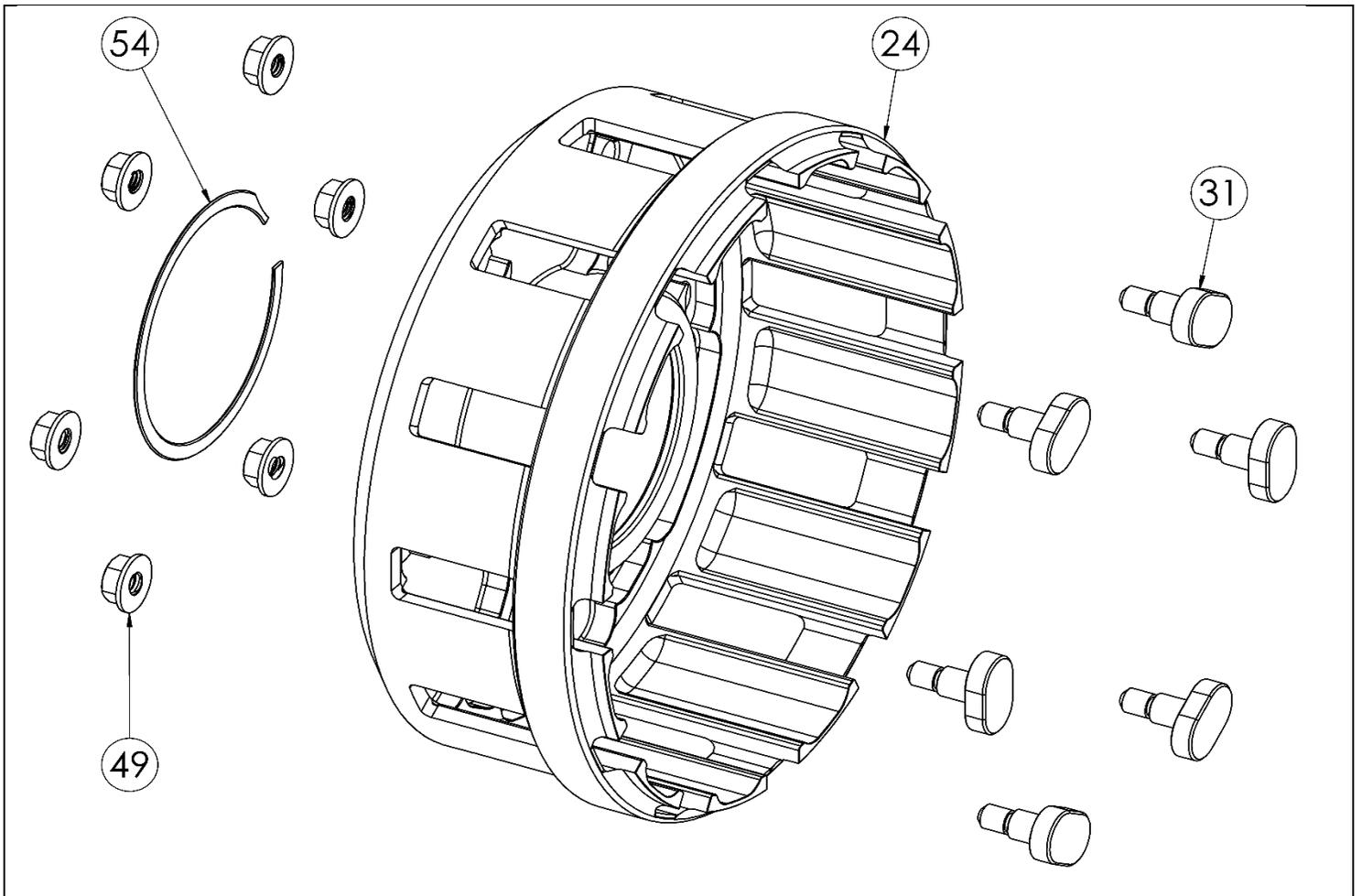
- Read the separate included Safety Information document before operating the vehicle with the product installed.
- Read this entire document before performing any steps.
- If you install this product for a customer or another person, instruct them to read the **Safety Information** document and the **Installation and User Guide** before operating the bike with the product.
- Videos related to this product can be viewed online at www.rekluse.com/support/videos.
- Protect eyes and skin – wear safety glasses and work gloves. Work in a well-ventilated area.
- Use the torque values listed in the instructions. Otherwise, use the torque specifications found in your OE service manual.
- For optimal clutch performance, Rekluse recommends using fresh, clean oil that **meets JASO-MA** oil rating requirements. Rekluse offers Factory Formulated Oil™ developed specifically for Rekluse products. Rekluse Factory Formulated Oil is a perfect complement to any OEM or aftermarket wet clutch. Visit www.rekluse.com to learn more.



TOOLS

- 10 mm socket
- Dental picks
- 1/2" socket
- T70 Torx bit
- SAE hex key set
- 5/8" wrench
- Snap ring pliers
- Center punch
- Impact driver
- Ft-lb Torque wrench
- 1 3/16" Socket
- Torx bit set
- Oven
- Drill
- Hydraulic press
- Punch
- Hammer
- In-lb Torque wrench

INCLUDED PARTS



Item	Description	Qty.
24	BASKET	1
31	T-BOLTS	6
49	LOCK NUTS	6
54	RETAINING RING	1

Visit www.rekluse.com/support for a full parts fiche illustration and part numbers.

BEFORE YOU BEGIN

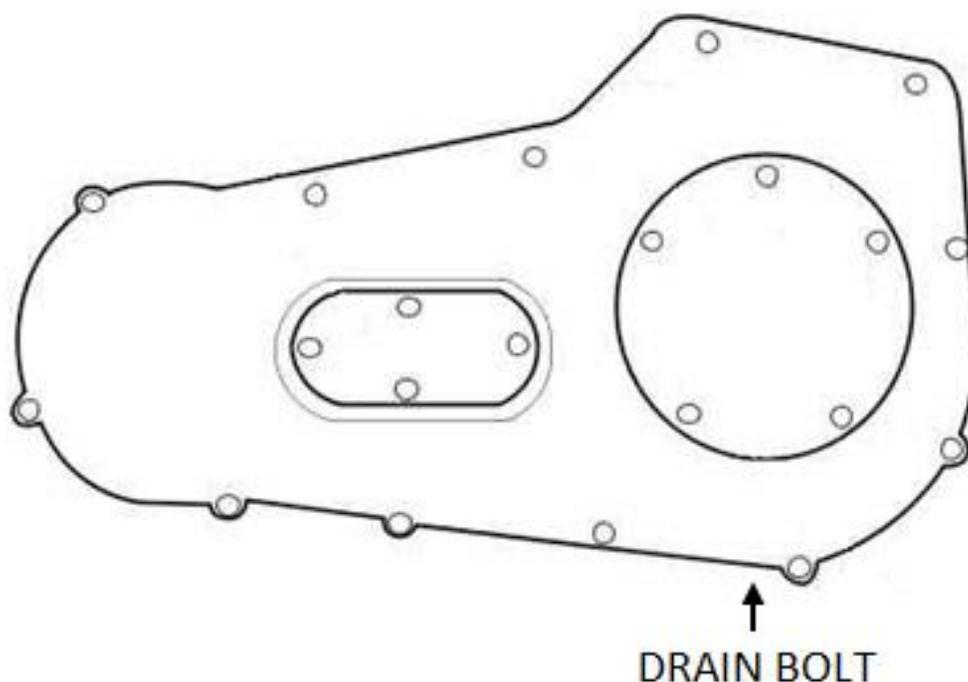
- Rekluse recommends replacing the chaincase cover gasket when installing this product.
- **The basket center bearing is not included with this kit. Rekluse recommends installing a new OE bearing. Harley Davidson bearing part numbers:**
 - **M8:37000168**
 - **2011-2017 Twin Cam:37906-11**
 - **2006-2010 Twin Cam: 37906-90**

DISASSEMBLE CLUTCH

1. Stand the bike up on a suitable bike stand or lift.



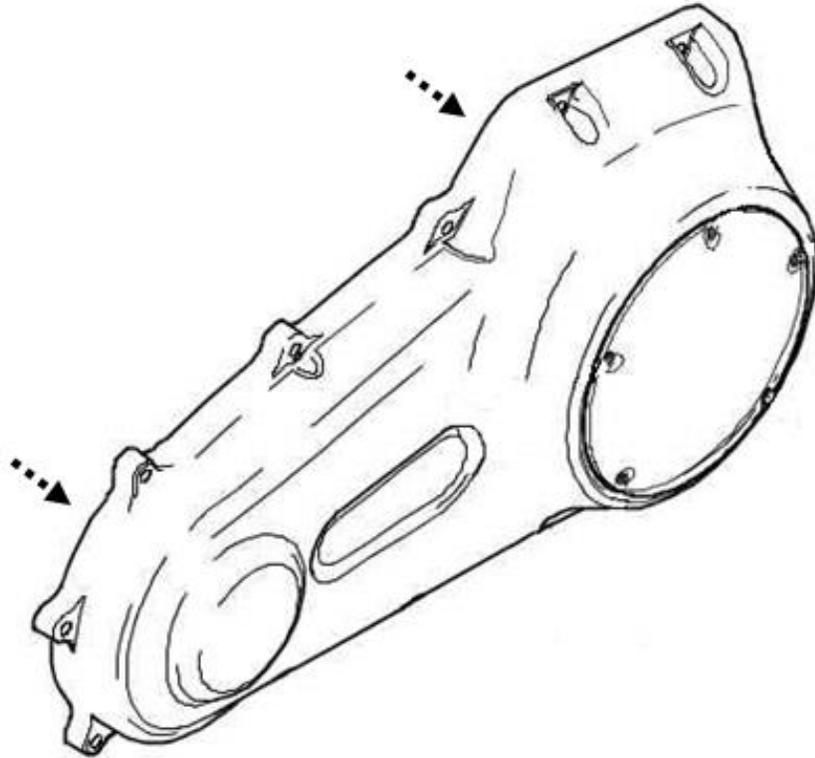
2. On the primary chaincase, use a 5/8" wrench to remove the oil drain plug, then drain the oil.



3. Remove any parts that are attached or blocking the primary chaincase cover. These may include the left floorboard, footpeg(s), shift lever, and/or the side stand.

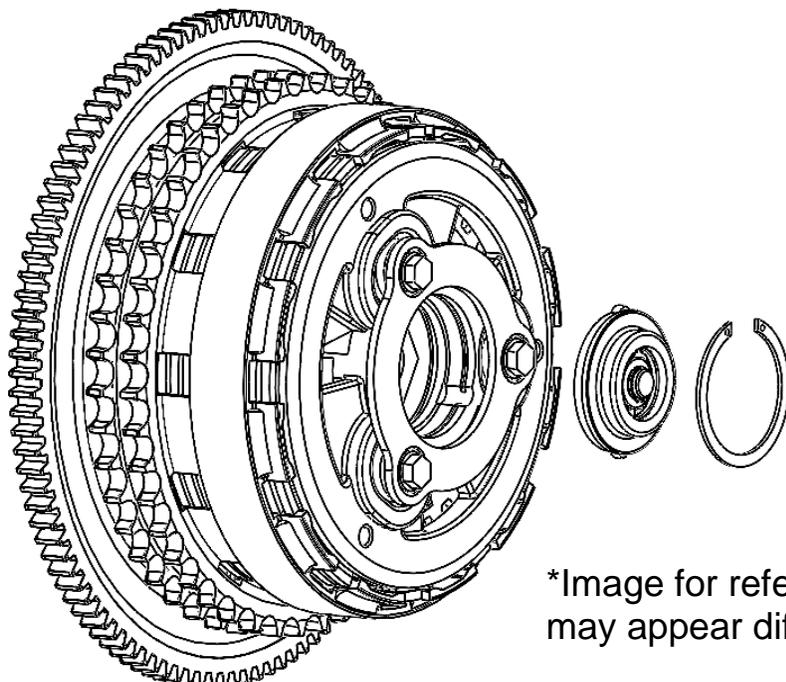
Note: Before removing the shift lever, shift the bike into 5th gear.

4. Remove the primary chaincase cover.



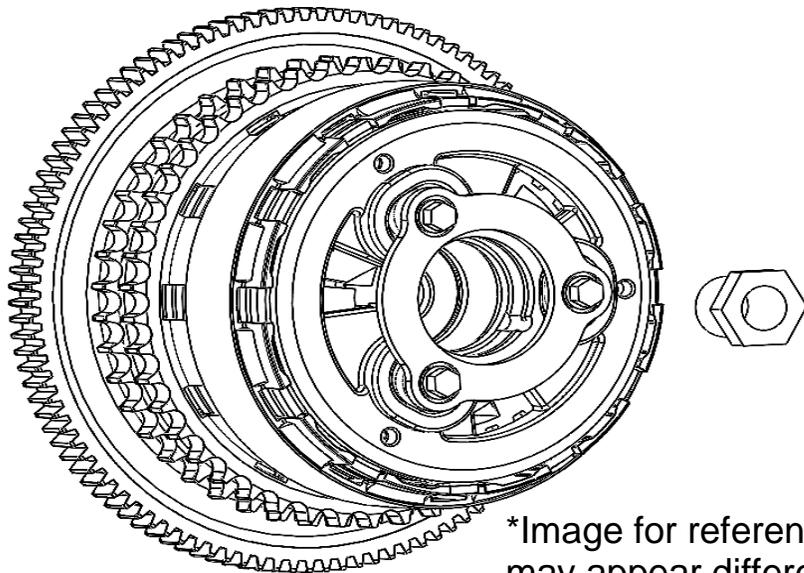
5. Remove OE chain tensioner.

6. Remove the retaining ring holding in the center throw out with snap ring pliers then remove the throw-out.



Note: If Rekluse RadiusX is installed, the clutch assembly will have to be disassembled during this step, do not remove the throw-out assembly.

7. Using a 1 3/16" socket and an impact driver, remove the **Left-hand thread** center clutch nut.

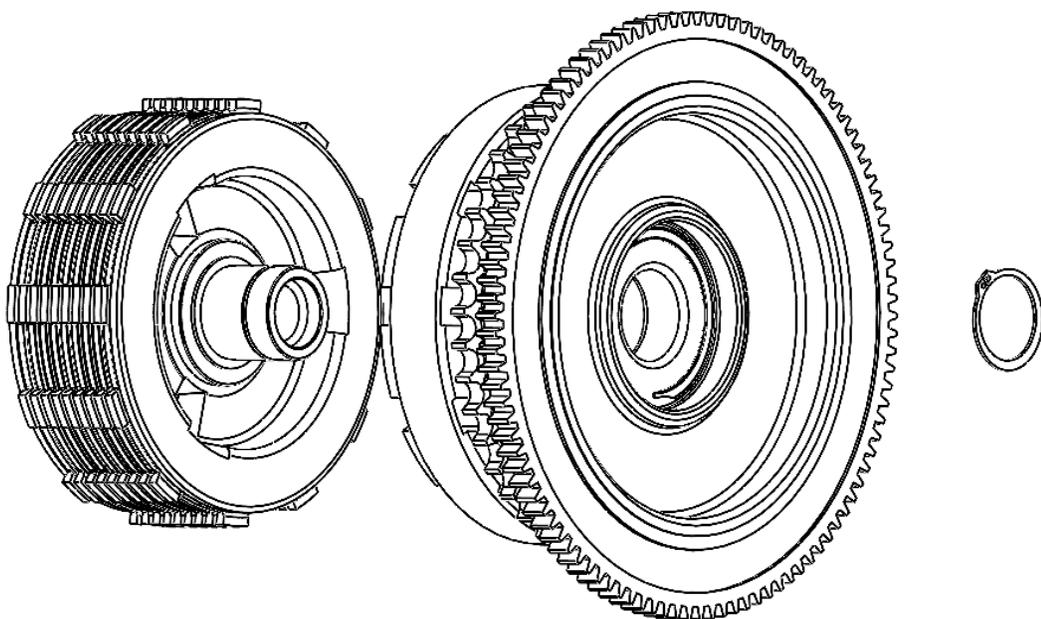


*Image for reference. Actual parts may appear different

8. Using a T70 Torx bit and an impact driver, remove the bolt securing the compensator assembly.

9. Remove the complete clutch assembly, compensator assembly, and drive chain together. Separate the clutch assembly.

10. Remove the snap ring from the back of the center hub with snap ring pliers and press the inner clutch assembly out of the bearing.



11. Using a center punch and hammer, punch a divot into the center of each rivet head from the **inside** of the basket.

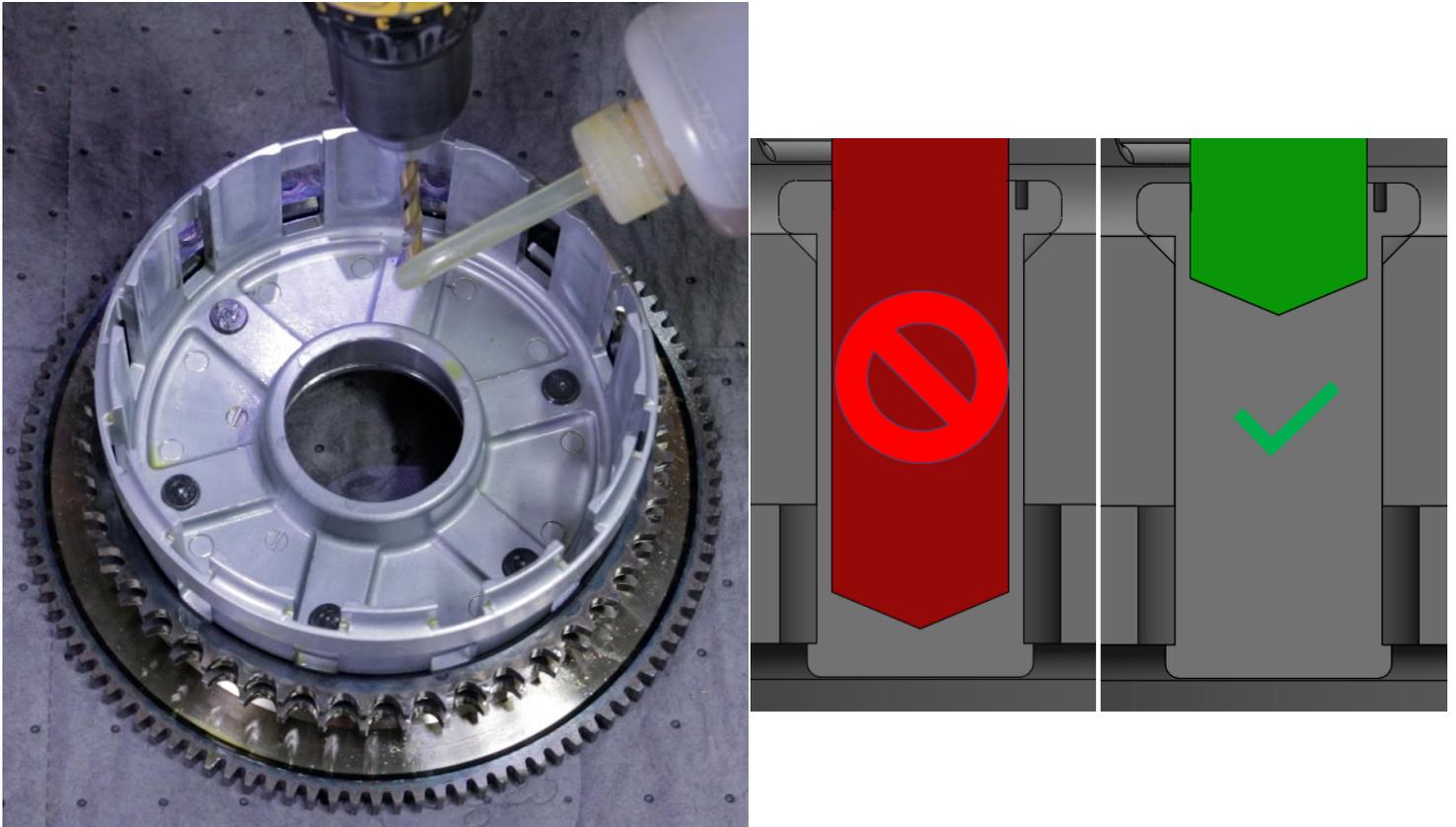


Note: Center punching and drilling on the ring gear side can lead to damage of the ring gear and potential failure of the new clutch basket. By drilling on the inside of the basket it is easier to maintain the integrity of the ring gear.

⚠ WARNING

Do not drill into the ring gear or enlarge the rivet holes. Damage to the ring gear may result in basket failure, property damage, serious injury, and/or death.

12. Drill out the heads of the rivets with the supplied drill bit. Take care to only drill the head of the rivet and not the entire length. This should be no more than ¼” deep. Set your drill to 300-400 RPM and use proper cutting fluid for best results.

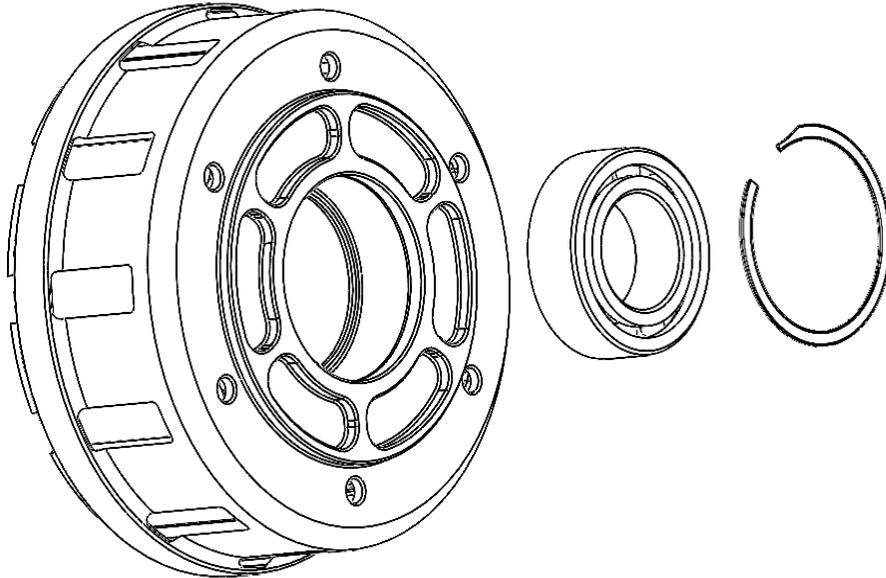


13. Remove the rivets from the basket assembly using a punch and hammer. Separate the ring gear and clean off any debris.

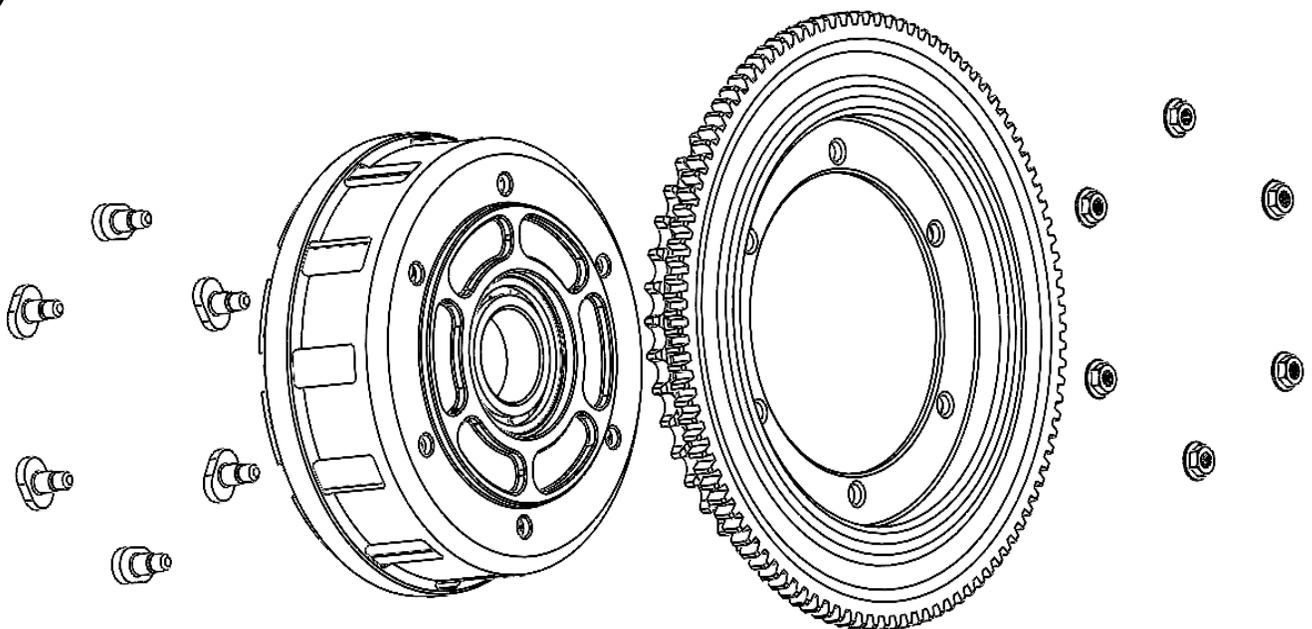
Note: Use a chisel to help remove the head of the rivet to make punching of the rivet easier.

BASKET INSTALLATION

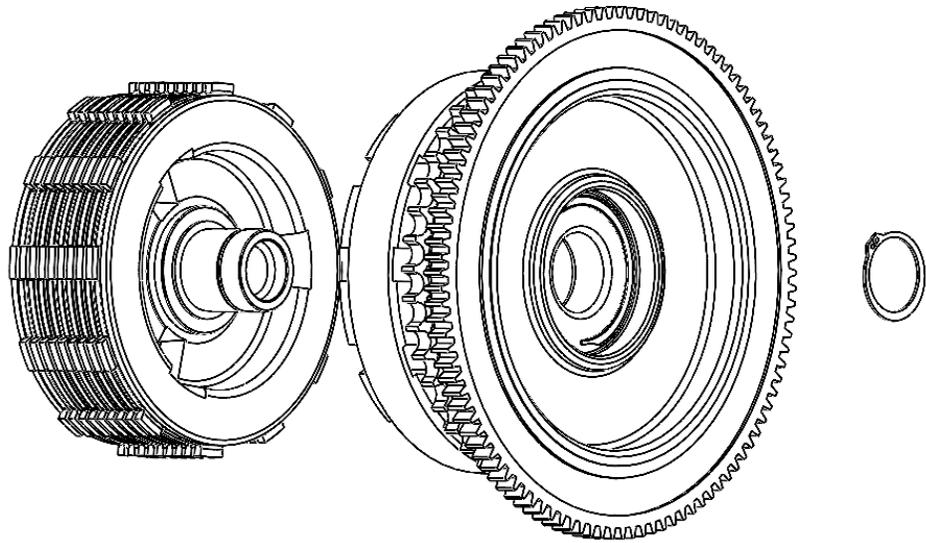
- Place the Rekluse Basket in a preheated oven at 400°F (200°C) for 15 minutes (**To avoid softening the basket material, DO NOT EXCEED 20 minutes**). Place a new bearing in a freezer during this time.
- With the basket heated and the bearing cooled, the bearing should drop right into place in the basket. If needed, support the basket inside using a wood block and use a hydraulic press to seat the bearing. Install the included snap ring into the basket.



- Assemble the Rekluse basket to the ring gear using the supplied hardware. Use included Loctite and torque nuts to 80 in-lbs (9 N-m).



17. Using a press, press the clutch assembly into the basket. Use a deep socket or similar part to press on the inner hub where the center nut clamps to not damage any part. Reinstall the snap ring on the hub.



18. Lay the compensator assembly, clutch assembly, and drive chain on a table. Install the drive chain on the assembly. Install the complete compensator and clutch assembly into the primary as one unit.

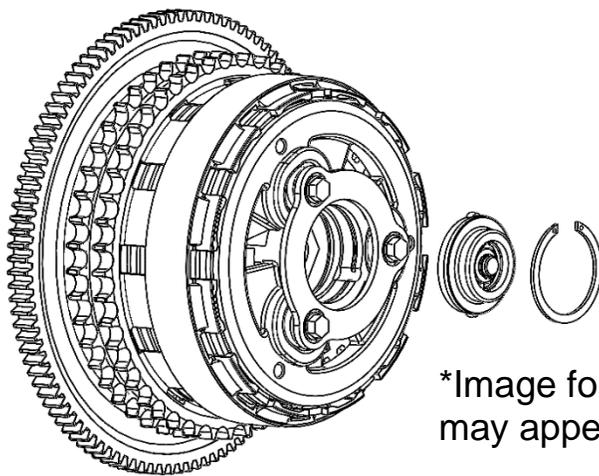
19. Apply two drops of the supplied Loctite to the compensator bolt and torque to 100 ft-lbs, then back it off ½ turn and retorque to:

- **M8 Models:** 170 ft-lbs
- **Twin Cam models:** 160ft-lbs

20. Apply two drops of the supplied Loctite to the **Left-hand thread** center hub nut and torque to 70-80 ft-lbs.

21. Reinstall the center throw out into the pressure plate. Use snap ring pliers to reinstall the retaining ring.

Note: *If installing Rekluse RadiusX or TorqDrive, consult your product installation guide.*

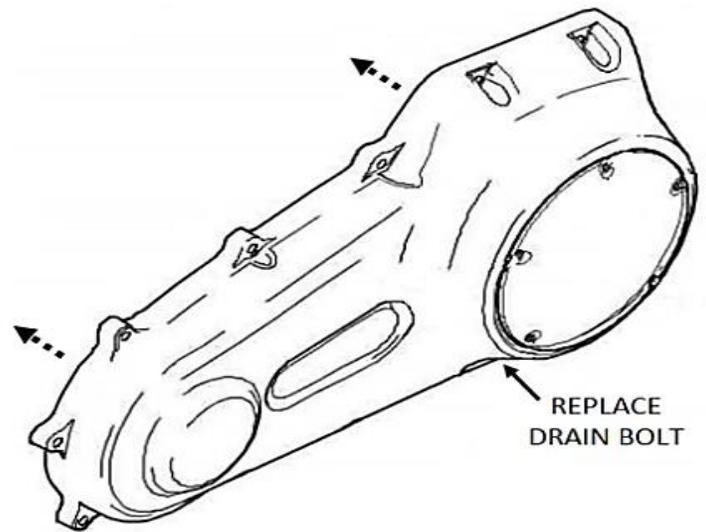


*Image for reference. Actual parts may appear different

22. Install the primary chain tensioner and torque to 21-24 ft-lbs.

PRIMARY COVER INSTALLATION

1. Thoroughly clean the mating surfaces of the primary cover and the engine case.
2. Reinstall the primary gasket (or new gasket), then install the drain bolt.
3. Reinstall the primary cover, then torque the cover bolts and drain bolt to



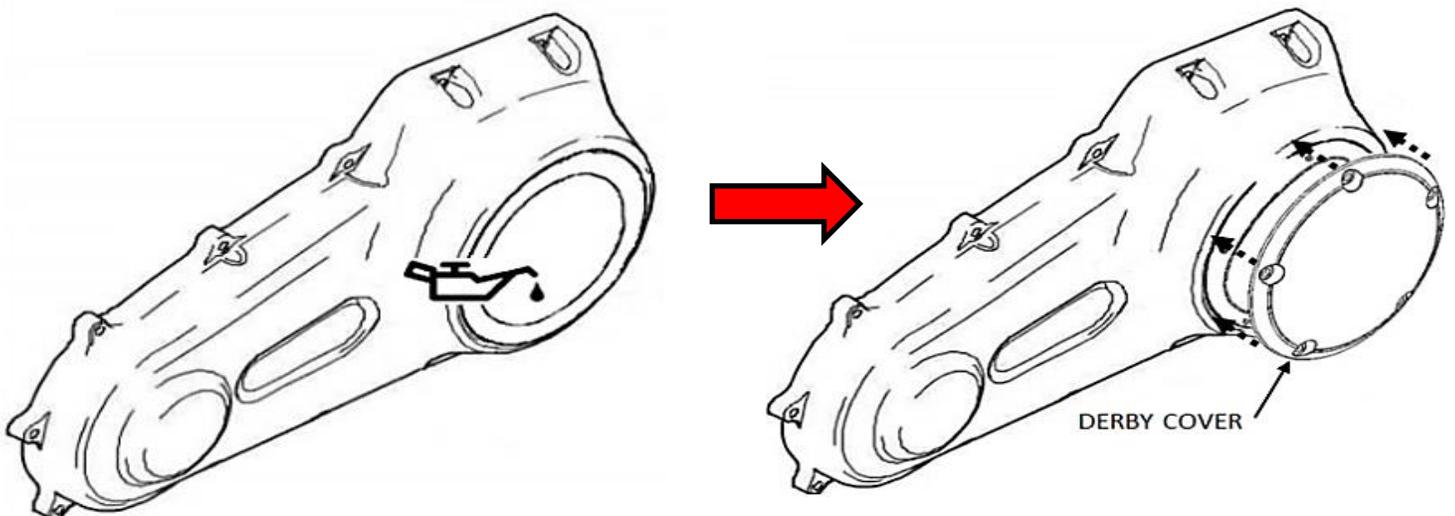
- **M8 models:**

- Cover bolt: 84-108 in-lb (9.5-12.2 N-m).
- Drain bolt: 36-60 in-lb (4-6.8 N-m).

- **Twin Cam models:**

- Cover bolt: 108-120 in-lb (12.2-13.5 N-m).
- Drain bolt: 14-21 ft-lb (19-28 N-m).

4. With the primary cover installed, use a T-27 Torx bit to remove the derby cover.
5. Using a funnel, add 1 Liter (32-34 oz) of oil to the primary case through the derby cover cavity. Use the OE recommended oil or any quality primary oil such as Rekluse Factory Formulated Oil™.
6. Reinstall the derby cover.



NEED ADDITIONAL HELP?

Website

www.rekluse.com/support

Frequently Asked Questions

www.rekluse.com/faq

Support Videos

www.rekluse.com/support/videos

Phone

(208) 426-0659

Technical Support

Contact Technical Support for questions related to product installation, tuning, and performance.

Hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: tech@rekluse.com

Customer Service

Contact Customer Service for additional product information, orders, and returns.

Hours:

Monday thru Friday: 8:00 a.m. - 5:00 p.m.

Mountain Time zone

Email: customerservice@rekluse.com

