

Rekluse Motor Sports

The z-Start™ Clutch

KX 250

Installation Guide

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z-Start Revision 3.000
RMS143 – KX 250

191-243

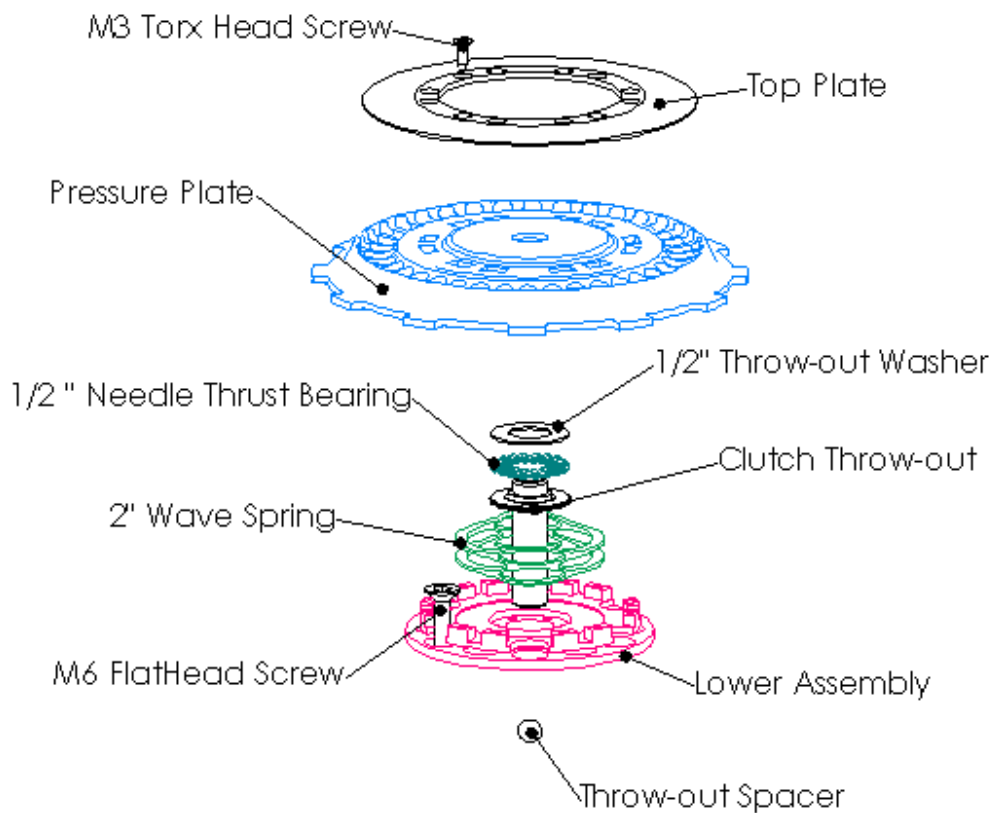
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Required Tools

8mm socket	2 Sets of feeler gauges
10mm socket	Inch Pound Torque Wrench
4mm allen key socket	Torx T10 driver tip (included)
3mm allen	Blue Loctite 243 (oil resistant)
1/4 inch driver (for included Torx T10 driver tip)	

z-Start Overview



Note: The Lower Assembly is packaged underneath the Pressure Plate and held in place with two screws through the Top Plate.

Included Parts for the z-Start Clutch

Note: spare screws, balls and shims may be included with your clutch

Top Plate	5 x M6 Flat Head Screws
Pressure Plate	2" (51mm) Wave Spring (CS200L1)
Lower Assembly	12 x M3 #10 torx screws
Replacement Center Clutch	30 x 3/8" (9.53mm) balls
5 x .047 (1.2mm) Drive Plates	1 x .055 (1.4mm) Drive Plate – for wear adjustment
Clutch Throw-out	1 Clutch Cover Gasket
5/16" x 8.5" Throw-Out Rod	

Basic z-Start Clutch Operation

The z-Start Auto Clutch functions through centrifugal force. As engine RPM increases, the balls contained in the z-Start Pressure Plate travel up the ball ramps and push against the Top Plate. This action forces the Pressure Plate to engage the clutch pack.

Installation Tips

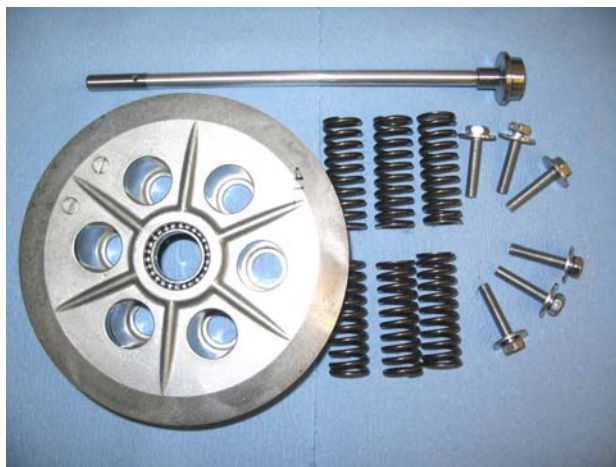
In order for the z-Start Clutch to perform properly, it must be mounted properly.

- Measuring and maintaining the Installed Gap is **critical**. If the Installed Gap is too big the clutch will slip excessively and cause rapid clutch wear. If the Installed Gap is too small, the clutch will drag and cause engine stall.
- Recognize that the Pressure Plate travels along the tabs of the Lower Assembly as it engages and disengages. Anything preventing this travel will prevent full engagement and cause the clutch to slip excessively.
- If you will be installing the Rekluse *Perch Adjuster* as a manual override for your z-Start Clutch, it is critical to have the cable slack adjusted properly. First complete the installation of the z-Start Clutch using this manual and ensure proper installed gap. Then refer to the Rekluse *Perch Adjuster* manual to ensure proper cable slack adjustment.
- **Be very careful not to drop any screws, washers, balls, or springs into the crankcase opening!** It is surprisingly easy to drop a little screw or washer down into your crankcase. It is not always so easy to get it out. Make sure all parts going in and coming out are accounted for before you finish the installation. A strong magnetic probe can often be used to retrieve little parts if you happen to drop something in.

Bike Preparation and Disassembly

1. Disconnect your clutch cable at your clutch lever.
2. Turn the gas petcock to the off position and route the gas cap vent tube into the air. When you lay the bike over on its side the gas in the bowl will drain out of the overflow tube. Be prepared to catch the gas in a suitable container to prevent a fire hazard.
3. Lay the motorcycle over on its left side.
4. Remove the clutch cover bolts with an 8mm socket and carefully remove the clutch cover.
5. Using a 10mm socket, remove the bolts holding the stock pressure plate to the inner clutch hub. Lift off the pressure plate and the clutch lifter assembly. The clutch lifter assembly consists of the **Clutch Throw-out** and **Throw-out Rod**, the throw-out is pressed on to the rod. **See following picture.**

Stock Pressure plate, 5 bolts and springs, and clutch lifter assembly are not reinstalled.



Note: Picture above shows 6 springs and bolts, the KX 250 only has 5 of each.

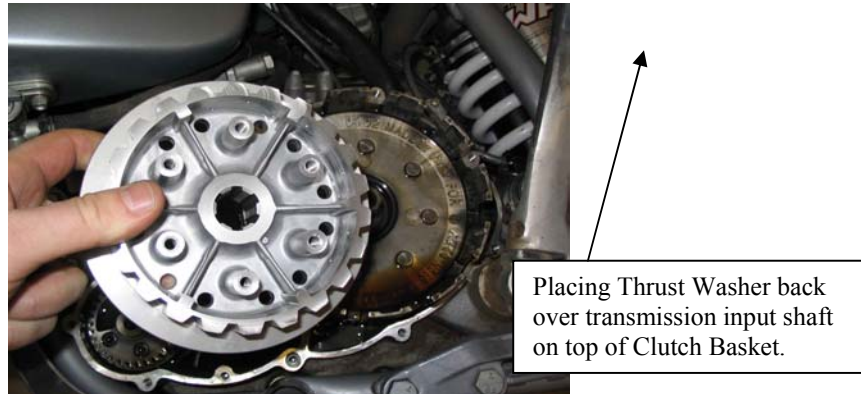
Removing the Stock Center Clutch

6. Remove the stock center clutch using a 27-mm socket. When you remove the stock center clutch the **thrust washer that is between it and the basket will often stick to the back side of the center clutch, ensure that you locate the thrust washer and place it around the transmission input shaft on top of the basket.** See following pictures.

Note: The following pictures show the process of removing and replacing a center clutch but do not show actual KX 250 parts.



7. Install the replacement Rekluse center clutch. **Be sure the stock Thrust Washer is in place between the Rekluse center clutch and basket. See following picture.**



8. Re-install the stock washer and apply blue loctite 243 to the 27-mm nut. Torque nut to 50 foot pounds to secure.

Clutch Pack Configuration

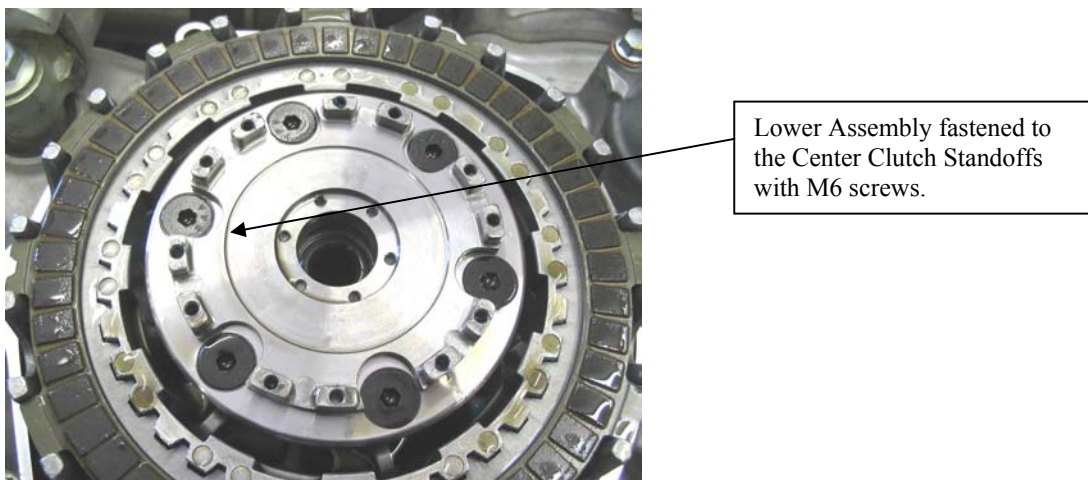
9. Remove 6 of the stock .062 (1.6mm) steel drive plates from the clutch pack and replace them with 6 of the provided *Rekluse .047 (1.2mm) steel drive plates*.

Note: At this point you will have 6 stock drive plates removed from you clutch pack.

Warning: The top of the clutch pack must be a **friction disk**.

Installing the Lower Assembly

10. Place the z-Start *Lower Assembly* over the 5 Center Clutch Standoffs so the corresponding set of 5 countersunk holes in the z-Start *Lower Assembly* line up with the Standoffs. **See picture below.**
11. **Apply a small amount of blue Loctite 243 to each screw** and carefully thread a M6 Flat Head Screw into each of the Standoffs. Torque screws to 96 inch pounds with a torque wrench. After the screws are torqued-down, check to ensure the top part of the *Lower Assembly* spins freely.

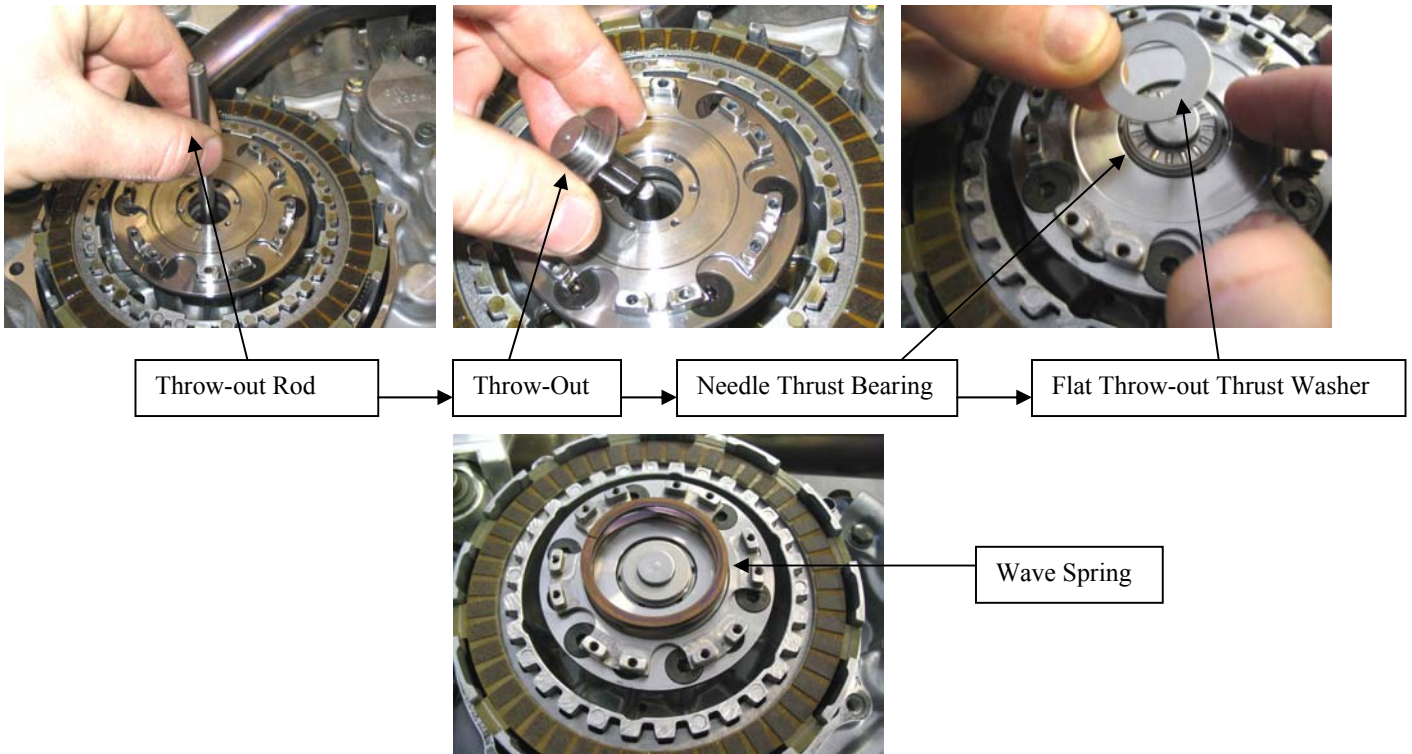


Note: The above picture shows 6 screws, the KX 250 only has 5.

Assembling the Rekluse Throwout, Pressure Plate, and Top Plate

12. Guide the **5/16" x 8.5" Rekluse throw-out rod** followed by the **Rekluse Clutch throw-out** into the hole in the transmission input shaft. Be sure that the rod is seated into the backside of the Rekluse Clutch throw-out.

Place the *Rekluse Needle Thrust Bearing* on top of the *Rekluse Throw-out* followed by the *Rekluse Throw-out Thrust Washer*. Place the *Wave Spring* on top of the Lower Assembly. **See following pictures.**



Warning: Perform the next step away from the bike to keep the balls from falling into the transmission.

13. Place a small amount of oil into the ball slots of the *Pressure Plate* and insert the 30 $3/8$ " Balls.
14. Place the *Pressure Plate* with the 30 Balls in place over the z-Start *Lower Assembly*. Index the outer tabs of the *Pressure Plate* into the windows of the clutch basket. **The outer tabs of the Pressure Plate must rest in the same clutch basket windows that the outer tabs of the friction disks do.**

Also insure that the tabs of the *Lower Assembly* pass through the associated cut-outs in the *Pressure Plate*. Make sure the top of the *Rekluse Throw-out* assembly passes through the hole in the center of the z-Start *Pressure Plate*. **See following picture.**



15. While holding the *Pressure Plate* down place the *Top Plate* over the *Pressure Plate* and fasten it to the tabs of the Lower Assembly with three of the M3 screws, through the three marked holes in the *Top Plate*. Lightly tighten each screw using a 1/4 inch driver and the included Torx T10 driver tip. **See following picture.**



Holding down *Pressure Plate* until *Top Plate* is securely fastened.

Note: You will have to overcome the z-Start *Wave Spring* and hold the *Pressure Plate* down until the 3 screws are securely fastened in order to tighten the *Top Plate* down properly.

Determine the installed gap of the Z-Start

16. Measure the installed gap of the z-Start. Two sets of feeler gauges are required to measure the Installed Gap. The feeler gauges must be placed between the top most **friction disk** and the top-most **steel drive plate** in the clutch pack 180 degrees apart. **See following pictures.**

Note: Insert the 2 sets of feeler gauges directly across from one another (180 degrees apart) to avoid the clutch pack from rocking resulting in an inaccurate measurement. Find the thickest feeler gauge that still slides back and forth with slight resistance.



The installed gap should be between .030" (0.76mm) and .042" (1.07mm). If the gap is correct, move on to the next step. If the installed gap measurement is off, then the installed gap needs to be adjusted due to manufacturing variances in the bike's center clutch. If the measurement is *greater than* .042" replace one *Rekluse .047" (1.2mm) drive plate* with a stock .062 (1.6mm) drive plate. If the measurement is *less than* .029" replace one stock .062 (1.6mm) drive plate with a *Rekluse .047 (1.2mm) drive plate*.

Note: 1 x .055" Drive Plate is included to make finer wear adjustments between stock and Rekluse .047" drive plates.

Note: Be sure to review the included Break-in and Maintenance Guide for clutch pack wear adjustments.

Final Installation Steps

Note: Use 243 Loctite (Blue, oil resistant) to secure all M3 Torx screws

17. Using a small amount of Blue Loctite 243, install the rest of the M3 torx head screws and torque to 10 inch-pounds. 10 inch-pounds requires a good crank with the included Torx T10 driver tip, but be careful not to bend the head of the T10 driver tip. Remove the three marked M3 screws, add Loctite, and tighten.
18. Re-install your clutch cover with the included Rekluse *Clutch Cover Gasket*. Hand-tighten each of the clutch cover bolts, then torque to 6 to 8 foot/pounds in 2 steps.

Warning: Rekluse gasket must be used or considerable clutch damage will result.

19. Proceed to the z-Start Perch Adjuster Instructions included with the Perch Adjuster.

WARNING: After a 20 minute break-in period, the clutch plates will seat in and you must re-measure the Installed Gap to guarantee the Installed Gap is within the prescribed range—make drive plate adjustments if necessary. See step 14. Clutch break-in re-measurement of the Installed Gap is necessary whenever new clutch plates are installed.

WARNING: Refer to the “Safety Warnings” and “Break-in Tuning and Maintenance Guide” before operating the z-Start clutch.