

Krx 1000 wet clutch delete basic instructions

Wet clutch delete is a comprehensive product that requires knowledge of the mechanical workings of the entire clutch/engine system you're about to work on

WE WILL ASSUME THE INSTALLER HAS THE PROPER TOOLS AND UNDERSTANDING OF WHAT YOU'RE ABOUT TO REPLACE

Remove clutches and belt box to gain access to the side of the engine

Drain oil

Remove the black side cover plate

Remove the entire side cover, the primary clutch stub will come off with the side cover

Unbolt the wet clutch from the crank, do not reuse the 4 long bolts

Install the crank adapter with the provided 4 allen head bolts

We use an impact to tighten the bolts with a dab of Loctite

If you want to torque the bolts

Dry Torque 120 ft-lbs

Lubricated Torque 95 ft-lbs



Install the crank snout with the 10 bolt provided

We use an impact to tighten the bolts with a dab of Loctite

If you want to torque the bolts

25 ft-lbs



To remove the wet clutch drum from the cover plate

Remove the outer seal

Under the seal there is a large cir clip

(Invest in a good pair of clip removers- it's a pain to remove)

under the cir clip there is a washer- don't loose it

At this point you can now press out the drum from the cover plate

You can now access the large cover plate bearing if you choose to replace it, if not leave it alone

Remove and clean the gasket surface on the engine and cover plate

YOU WILL NOT USE THE OEM STYLE PAPER GASKET ON INSTALATION

Apply rtv silicone to the cover plate -ultra grey is what we use



Install the cover plate. make sure the dowels are installed

After the cover is installed, you can now reinstall the large washer and cir clip
Make sure everything is in their groove.



Install the new crank seal with the tool provided

The tool will provide the correct depth for installing the seal



Reinstall the belt box plate and the belt box

Take note to fully seat the belt box on the cover plate- the o ring makes it difficult to fully seat

YOU WILL NOT REUSE THE OUTER CLUTCH CAGE

On the left side of the belt box use the provided belt box hold down with the oem nuts

On the right side use the round hold downs and the bolts provided

You do not have to remove the inner shield to install the round hold downs, they'll pop in its home and stay put

The new clutch will fit into the factory belt box location with no modifications necessary. If something rubs or doesn't fit, recheck your steps

Install the new clutch to the tapered crank snout with the new bolt provided

The book says torque to 185 ft-lbs

WE TIGHTEN WITH AN IMPACT AND STOP WHEN ITS TIGHT!!

Clutch puller is provided in the kit; to remove the clutch you will have to use the puller