

TWIN CAM AND EVO'S ONLY

BARNETT EXTRA-PLATE CLUTCH KITS INSTRUCTION INSTRUCTIONS

1. All kits contain everthing needed to convert to an 'Extra-Plate' clutch.
2. Remove **ALL** existing Plates, Damper Seat & Spring or Spring Plate. Do **NOT** re-use any parts!
3. When installing new plates, be sure that all components fit in the clutch basket smoothly and with no binding. Check Basket, Hub and Pressure Plate for wear/grooving, stress cracks, replace as needed.
4. New Plate installation: Start with a Friction Plate, alternate steels and frictions. Last Plate in is a Friction Plate.
5. Follow Factory Service Manual for Removing and Re-installing Pressure Plate, Clutch Spring, Etc..

HARLEY-DAVIDSON EXTRA-PLATE CLUTCH ADJUSTMENT TIPS, 1990& LATER, CABLE MODELS ONLY

1. Close mid-adjuster on clutch cable completely or disconnect cable from lever handle.
2. Loosen clutch adjuster lock nut on pressure plate.
3. Turn pushrod adjuster screw in firmly to assure ball/ramp is in complete off position.
4. Back screw out a few turns, screw back in until screw touches push rod.
5. Back screw out 1/2 turn and tighten lock-nut. This will assure that you will get maximum release of pressure plate.
6. With clutch cable properly installed, adjust freeplay in cable to 1/8" between lever handle and bracket.

NOTE: Use of any 'Easy-Pull' device to decrease lever pull will reduce the movement of the pressure plate and can result in clutch drag, hard neutral, rough shifting.

HYDRAULIC MODELS

Hydraulic controls are self-adjusting. Be sure Hydraulic system is operating properly. Use approved fluid and make sure the system is properly bled and functioning correctly.

WHAT OIL TO USE IN MY MOTORCYCLE CLUTCH

We recommend using only motorcycle-specific oils that meet the JASO-MA, JASO-MA1 or JASO-MA2 (no friction modifiers) specifications. These oils meet the special needs of motorcycles and transmissions. Follow your service manual for viscosity, volume and change schedules.

Never use automotive oils. They do not meet specific and special requirements of motorcycle engines, clutches and transmissions.

ATF? Automatic transmission fluids can be used in motorcycles designed with a separate oil supply to the clutch assembly. Type F will give you a harsher, more positive clutch engagement. GM (Dexron) will give you a smoother, more linear engagement.

Harley Davidson Note: We have had numerous reports of Formula Plus oil causing clutch plate "sticking" in cold starts, especially in cold weather zones.

Wet Clutch Tips: Soak friction plates 1-3 minutes, wipe dry with a lint-free cloth and install per service manual. To insure the best possible clutch life, always inspect the entire clutch assembly and replace worn or damaged components. Keep clean oil in the engine and/or primary.