



Advanced Innovational Machinery

## VP SDR V2 Light & Max Installation Instruction

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**DO NOT USE POWER TOOLS DURING INSTALLATION. ANY DAMAGED  
CAUSED BY POWER TOOLS WILL VOID ALL WARRANTY OF THIS PRODUCT.  
USE HAND TOOLS ONLY**

1. Remove the derby cover.



2. Jack the rear wheel up and shift your bike into 6th gear for less engine friction with the engine turned off.
  - **For cable clutch models**, please replace the factory cable locking nut that is in the center of the pressure plate with our Part number: **AM013 Clutch Adjust Nut** VP SDR V2 compatible nut. Reason being the factory nut installed the SDR will be in the way and cable adjustment cannot be done.
  - **Hydraulic Models Skip to Step 3**

***AM013 Clutch Adjust Nut for Cable Clutch Models Only***

***THIS NUT WILL BE INSTALLED AFTER THE VP SDR V2 IS FULL INSTALLED ONTO THE CLUTCH BASKET WITH THE FACTORY JAM NUT REMOVED.***

### **ORDER OF INSTALLATION**

- i. **Remove factory cable jam nut**
  - ii. **Install VP SDR V2 per instructions**
  - iii. **Install AM013 Clutch Adjust Nut (For Cable Clutch Only)**
  - iv. **Adjust Cable Clutch according to factory service manual.**
3. Before loosening the spring retainer. Install the Pressure plate stay tool (Square two-hole piece with one threaded and non-threaded hole). Using your factory derby cover screw, take the non-threaded portion and fasten it on the primary cover. Have the threaded hole over the pressure plate. Use the supplied screw to thread into the tool and down to the pressure plate. Once contacting the pressure plate, it will only need to be hand tight. Goal of this tool is to prevent the pressure plate from backing out and causing clutch plate miss alignment during the removal of the spring retainer. Be sure to orient the tool in a way so that it does not interfere with the VP SDR installation.
  - For cable clutch equipped motorcycles, this is a good time to loosen your cable and remove the center jam not on the pressure plate. Please set this nut aside as this will not be used anymore for this application. The factory jam nut will not be accessible once the VP SDR V2 is installed.
4. Loosen the spring retainer evenly at a time using 10mm socket wrench. \*Note: The pressure plate tool should be in place while removing the spring retainer plate.



5. If you purchased a set of optional springs, replace the stock springs in place of the new upgraded springs.
  - **Performance Spring Kit (AM008-005):**  
No Shim – 20% Stronger than Stock. Insert one or two shims per spring at the bottom so it serves as the contact point between the spring and the A&S Pressure plate. Every additional shim is an additional 10% increase in stiffness.
  - **Soft Clutch Spring Kit (AM008-007):**

Installed with the VP-SDR will achieve 20-30% clutch pull reduction depending on the stock spring rate configuration.



6. Install the 3 tabs shim in the center of the clutch hub. Play with the shim when the VP installed is normal. As the motorcycle is in operation the SDR weighted levers will keep contact on the shim thus the play will be eliminated.



7. Install the VP-SDR unit with the supplied hardware along with the 3 black spring top hats that were included. These top hats go on top of the springs then the SDR unit will be placed on top. Torque to 75 – 80 inch lbs. of torque
8. You may now remove the Pressure Plate Stay Tool.

9. Before moving on, please check that all the weights are moving freely when installed. If any of the weights are binding and not moving as it should. Please re torque the bolts or contact us if there are any issues.
  10. Hydraulic Models Skip to Step 12, Cable Models advance to next step.
  11. **Cable clutch equipped motorcycles:**
    - **Install the AIM013 Clutch Adjust Nut**
      - i. **This nut will go through the center opening of the VP SDR V2 and will thread onto the existing threaded shaft.**
- Cable Clutch: Please adjust your cable clutch according to the service manual.**
12. Hydraulic clutch equipped motorcycles will not need any maintenance regarding this variable pressure plate install.
    - VP SDR V2 is not sensitive to any oils.
    - Always follow the recommended oil and levels according to the clutch disks being used.
  13. Once everything is installed. Double check all hardware and fluids.
  14. To confirm operation of the variable pressure clutch, low rpm operation shall remain close to factory feel. As RPM goes up the clutch should feel a bit heavier as that is the nature of the centrifugal force being applied to the pressure plate to create the extra clutch clamping force.

***Installation complete, enjoy.***

**All questions or concerns please contact us.**

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**M-F 8am – 5pm PST**