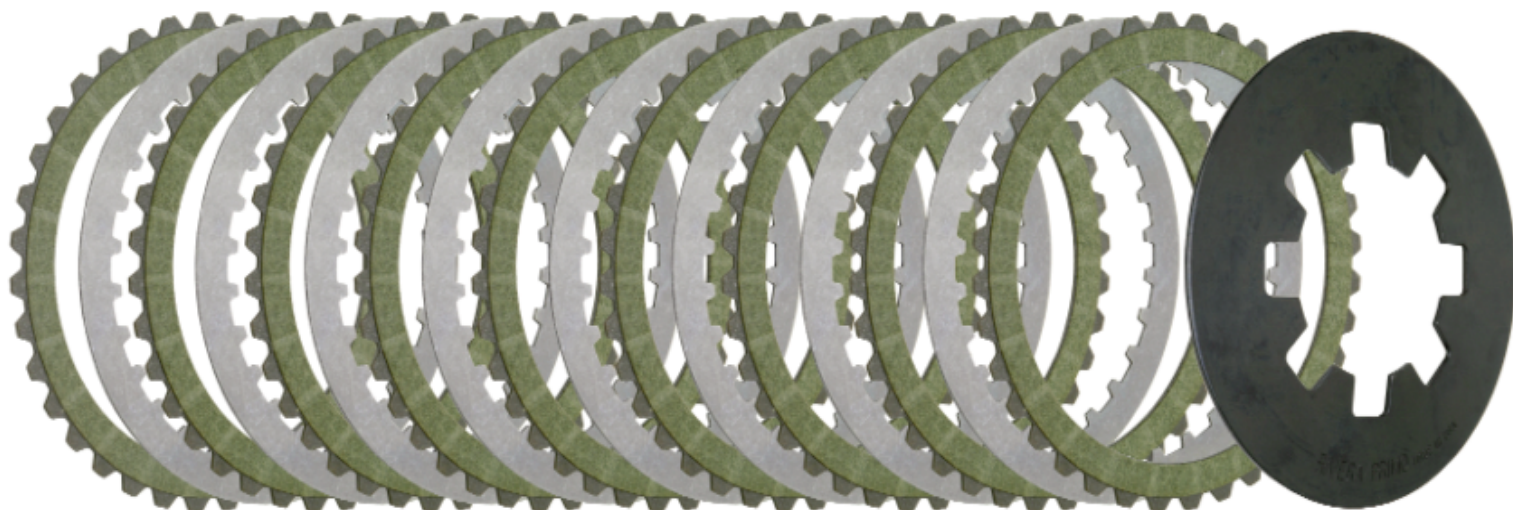




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PART # BTX-11

## 1990 - 1997 BIG TWIN 1991 & UP SPORTSTER & BUELL



This kit consists of 9 friction, 8 steel plates and a 15% stronger than stock diaphragm spring. Plates should be pre-soaked in the same fluid you will be using in the bike for about 10-15 minutes. The type of fluids we recommend are any HD petroleum based, non-synthetic, primary oil, as light weight as possible, or even a good petroleum based motor oil such as 10/40 or 20/50 in weight. You can even use ATF Type F or B&M Trickshift.

**THE USE OF SYNTHETICS IS NOT RECOMMENDED AS THEY TEND TO CAUSE SLIPPAGE.**

Start with a friction plate and end with a friction plate. On the **1990-1997 all Big Twins** and **1991 - Present Sportster** will have a double riveted steel plate which will look like 2 steel plates with rivets all the way around with small springs inside. With this kit you will **NOT** reuse this plate. With the removal of the thick plate, this kit accommodates 1 more friction and 1 more steel and still retains OEM stack height. As for the **Buell 2003 and later XB9R**, you will have 1 odd friction plate with a spring dampener and a seat spring dampener that will fit inside the very first friction plate. Remove all those pieces as you will **NOT** use them with this kit. As this kit is an extra plate kit, you must use all 9 frictions and 8 steels along with the matched diaphragm spring for optimum performance. If you are not the original owner, these pieces may have already been discarded.

These are just some helpful hints. For further technical assistance, always [refer to your owners manual](#). Feel free to give us a call (602) 438-7052.

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