

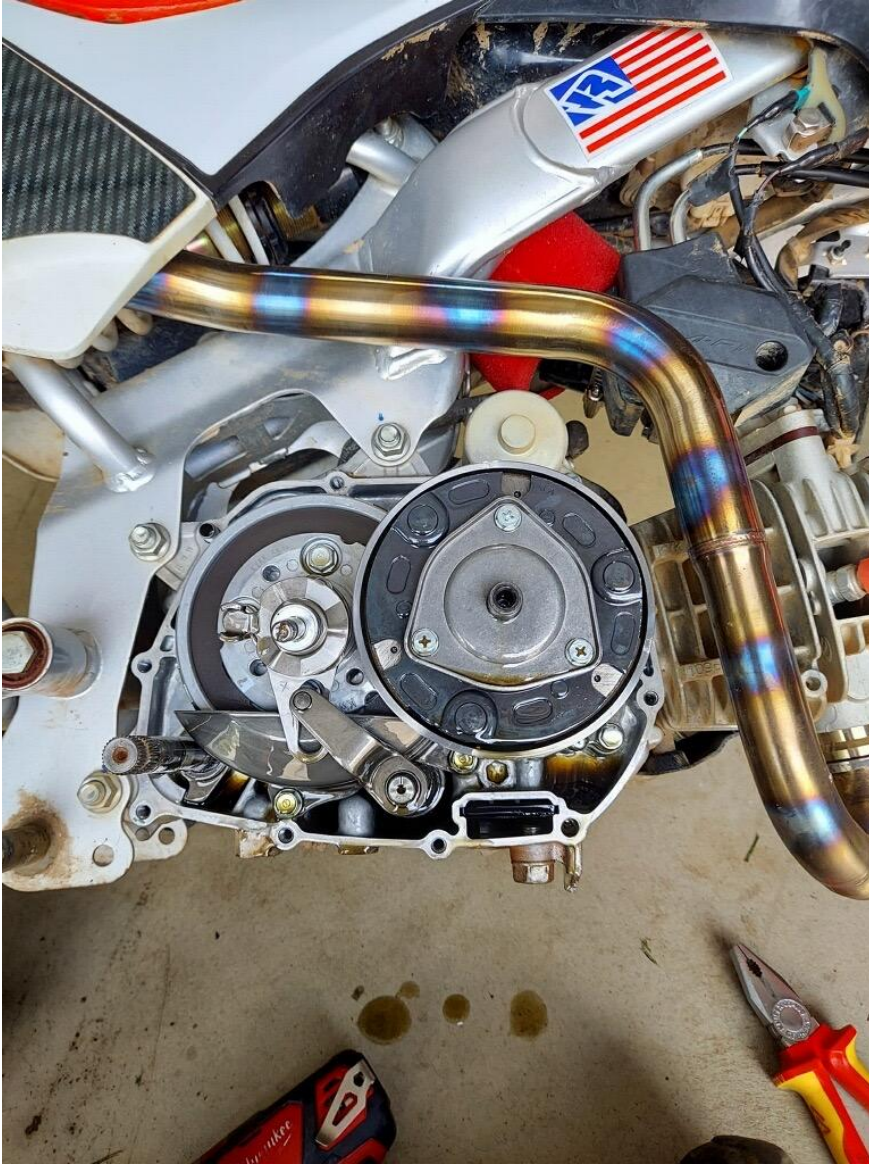
# Avail CRF110 Clutch Lock Installation

## Release of Liability

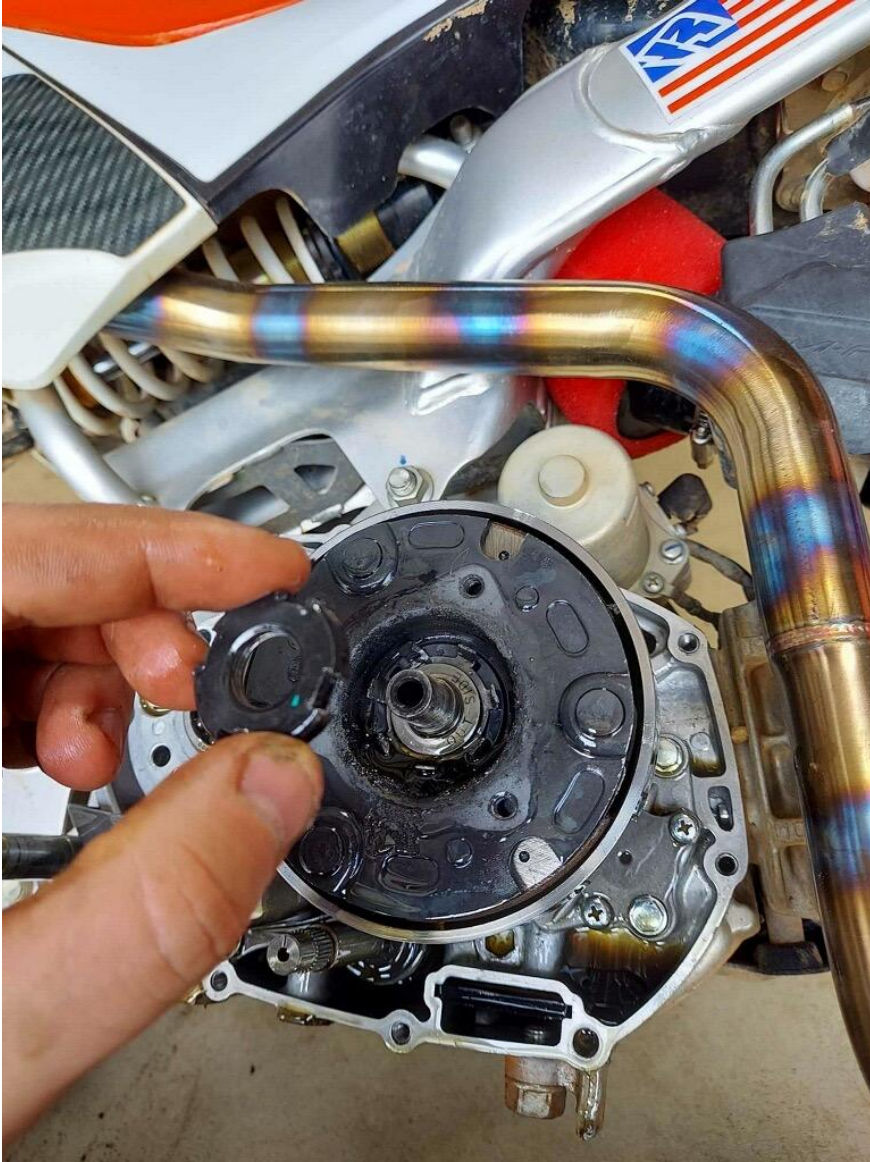
As the purchaser, I understand that the installation of any such parts on my motorcycle may invalidate the original manufacturer's warranty, if any that might otherwise cover my motorcycle. I represent and warrant to Avail Motorsports upon purchase that I will not use a vehicle equipped with these parts on any public street, road or highway, regardless of location and further, that the vehicle equipped with these parts will only be used lawfully on racing/off-road track when authorized to do so.

Upon purchase, I hereby release, wave, and discharge any right I have to sue Avail Motorsports, but not limited to it's respective directors, officers, agents, employees, predecessors, parents, subsidiaries and affiliated entities, partners, dealers/distributors, successors and assigns, past and present, from any and all liability, including without limitation, claims for personal injury and/or death, emotional distress, loss of use of the motorcycle, vehicle, property damage, misrepresentation, negligence, fraud, attorney fees, costs and expenses or any other claim that may arise herein, whether known or unknown or suspected.

## **1. Remove clutch cover from engine**



**2. Remove oil spinner cover and centrifugal clutch nut**



**3. Pull out centrifugal clutch, and main clutch basket**





**4. Disassemble centrifugal clutch and keep oil spinner hat.**

This requires removing several circlips, however, the large black hat is to be completely stripped and kept for reassembly.



**5. Tack or fully weld clutch lock into centrifugal housing.**

Remove old one-way bearing and place clutch lock with indentation facing out in its place. Tack welds with good penetration are completely sufficient or you may choose to fully weld clutch lock to the housing as pictured. You can also choose to drop additional weight as I have by grinding off the rivets holding the clutch surround to the housing- this is no longer used but can also be left on.





**6. Reinstall clutch basket and welded housing.**

Be sure to reuse your disassembled oil spinner hat and reinstall just like you would from factory with the welded housing, hat, washer, keyed nut, and spinner cover. If you opted to remove the riveted clutch surround, it will look like the picture below.

