**Mfg:** Honda **Make:** XR50R
**Year:** All
**Product:** Clutch Kit (Part # 010-3-01-2632)

### Required Special Tools

- Takegawa Rotor Holder  (# 010-9-01-05) or equivalent
- Takegawa Clutch Locknut Wrench (# 010-9-01-021) or equivalent

### Care & Cleaning / Warranty

**Care & Cleaning**
Keep system free of dirt and moisture.  Store in a cool, dry place.  For cleaning use a mild spray cleaner. Always apply cleaner or polish with a soft, clean cloth.
**Stainless Header System:** Polished stainless steel pipes will turn a light golden hue after a few heat cycles, this is a normal characteristic of high quality stainless steel.
**Chrome Header System:** Chromed header tubing will turn blue close to the exhaust ports, this is normal. To prevent corrosion you must keep the header pipes clean.
**Carbon Fiber & X-Metal Mufflers:** X-Metal CF canisters will shift color from their original silver color to an amber color after a few heat cycles, similar to the way our stainless steel headers shift color. Always make sure the fiberglass packing inside is in good condition and not burned out, as exhaust heat inside an empty canister will deteriorate the Carbon Fiber / X-Metal CF sleeve. TBR sells repack kits (TBR part # 005-10038) that include new rivets and repack material as well as a drill bit (#30), making it easy to do yourself. Also, NEVER dyno test your bike with carbon fiber mufflers installed - the intense heat and lack of cooling air can quickly cause the CF material to burn. Two Brothers Racing does not provide a warranty for burned carbon fiber.
**Aluminum Mufflers:** Use an aluminum or mag wheel polish such as Mother's to restore the bright finish to factory spec.
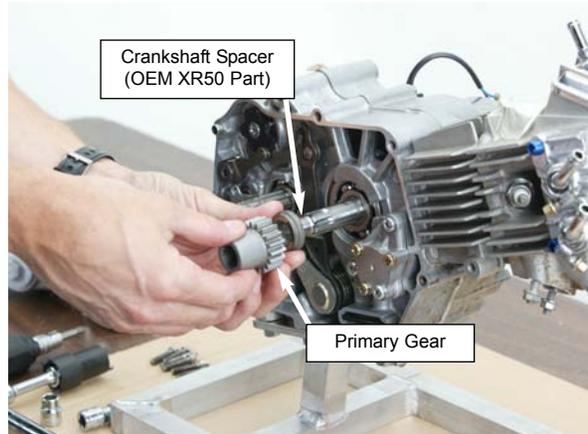**Warranty**
Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

## Installation Instructions

1. After the transmission (3 or 5 speed) has been installed you are ready to install the clutch.

2. Make sure that the crankshaft spacer is installed over the crankshaft as shown. If you installed a stroke up kit and replaced the crank, the crankshaft spacer is probably still on the stock crank. Remove it and slide it over the crankshaft as shown along with the primary gear as shown.

Crankshaft Spacer
(OEM XR50 Part)

Primary Gear

3. Install in order as shown:
   1. Lock Washer
   2. Conical Spring Washer
   3. Clutch Bearing

4. Tighten the clutch bearing to 29 ft. lbs.

5. Using a  hammer and a punch, gently fold over one of the tabs on the lock washer into the clutch bearing slot.

6. Remove the clutch center from the clutch assembly and install the clutch spacer in between the basket and the clutch center. The clutch spacer will ride on the bearing as shown.



7. Note the order in which the bearing and spacers go over the clutch mainshaft.



8. Slide the assembly over the mainshaft as shown



9. Be sure to liberally apply an assembly lubricant or engine oil to all parts, especially the bearing on both sides.



10. Slide the clutch assembly over the mainshaft. You may have to align the clutch spacer to get it over the shaft because it is "floating" in between the clutch center and the clutch basket.



11. Using spring clip pliers, install the spring clip onto the slot on the mainshaft.



12. Install the clutch springs.



13. Install the clutch lifter plate as shown.



14. Tighten the hex bolts to 7-8 ft. lbs.

15. Reinstall the clutch cover.



16. Tighten the clutch cover bolts to 7-8 ft. lbs.



17. Add 850cc of engine oil. Double check the oil level using the sight window after the first start up. Add oil to proper level if needed. We recommend 10w40 synthetic motorcycle engine oil. ***DO NOT use any engine oil that contains moly.***