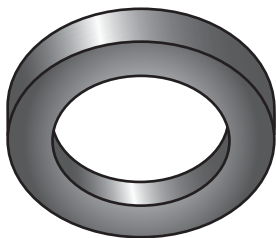




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Kawasaki KLX110 / Suzuki DR-Z110 Primary Clutch Removal Kit

Must be used in conjunction with Hydraulic
Manual Clutch Conversion (part # 022-3-04)



Parts List

QTY.	DESCRIPTION	PART NUMBER
1	PRIMARY CLUTCH REMOVAL KIT	022-3-06
1	THREAD LOCK	031-P09178

IMPORTANT - PLEASE READ CAREFULLY

We recommend that this performance part be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this performance part, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on the sidestand or ideally a rear service stand during installation. Be sure to save all stock components for possible use later.

Warranty

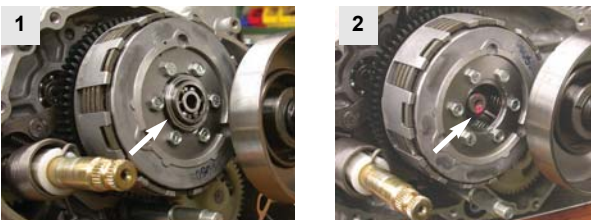
Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

Installation Instructions

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on the sidestand or ideally a rear service stand.
2. Drain oil
3. Remove the following in order:
 - a. Kick Starter
 - b. Footpeg Bracket
 - c. Rear Brake Pedal
 - d. Clutch Cover

4. Carefully remove all parts of the OEM clutch linkage. Remove the 8mm nut (center of the clutch basket). Then remove the splined fork on the shift shaft, the throwout lever it connects to and the triangular throwout bearing. You will not be reusing these items.

5. Remove the bearing/retainer (pic 1) assembly from the clutch basket. Behind this bearing/retainer is a 19mm nut (pic 2). Remove the 19mm nut from the clutch basket. Use an impact wrench if you have access to one, it will make removal easier.

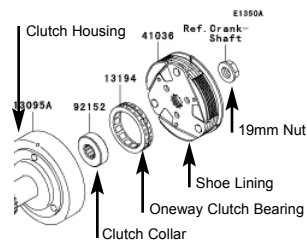


6. Remove the 19mm nut from the clutch housing. Use an impact wrench if you have access to one, it will make removal easier.
7. Remove the clutch basket and clutch housing from bike. Your engine should look like the picture.

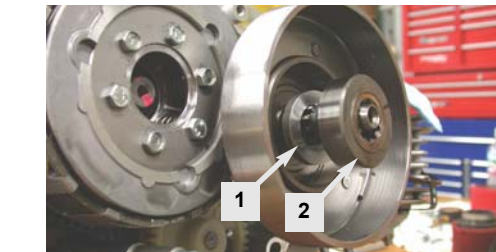


8. Remove the clutch hub assembly and oneway clutch bearing from clutch housing (ref. diagram in step 9). You will not be reusing these items.

9. Remove clutch collar from clutch housing, you will be reusing this item. Your clutch housing should look like the picture.



10. Reinstall clutch basket and clutch housing. Be sure that the clutch basket collar is properly installed BEHIND the clutch basket.
11. Place primary clutch removal spacer (1) into the clutch housing assembly. Reinstall the clutch collar(2) into the clutch housing. ***Be sure the primary clutch removal spacer is seated properly. If not, when the 19mm nut is tighten, the clutch housing will simply spin freely.*** Apply thread lock to threads and reinstall 19mm nut. Use a flywheel holder tool on the clutch housing and torque nut to 53 ft-lbs. Do not remove the flywheel holder yet.
12. Reinstall the 19mm nut that holds the clutch basket. Apply



thread lock to threads and torque nut to 53 ft-lbs.

13. Reinstall bearing/retainer into clutch basket. This was removed in step 5. Your engine should look like the picture.
14. Reinstall the following in order:



- a. Clutch Cover
- b. Rear Brake Pedal
- c. Footpeg Bracket
- d. Kick Starter

15. Re-fill engine oil (1.0L).