



## Instructions for High Performance Clutch (96-731) 1990-1997 Big Twin

Pre-installation guidelines:

It is required that the old clutch assembly is removed from the motorcycle. The motorcycle specific repair manual is recommend for this. The old clutch hub will need to be pressed out of the clutch basket. Then the new Clutch hub will need to be pressed into the old clutch basket. Do not forget to reinstall the retaining ring on the new clutch hub.

ULTIMA Performance Clutch Kits use a different style clutch pack designed for improved performance and feel. These clutch plates are made by ALTO PRODUCTS a leader in USA made clutch plate manufacturing. Alto replacement pack : 58-819 includes one thick steel, one double sided friction, 8 inside splined plates, and 8 outside splined plates.

Step ONE:

Once the new clutch hub has been pressed into the old clutch basket you can reinstall the assembly on to the transmission shaft. Using red loctite (high strength) install the nut and tighten to factory torque specs (50-60ft-lbs). This is a reverse thread nut.



Step TWO:

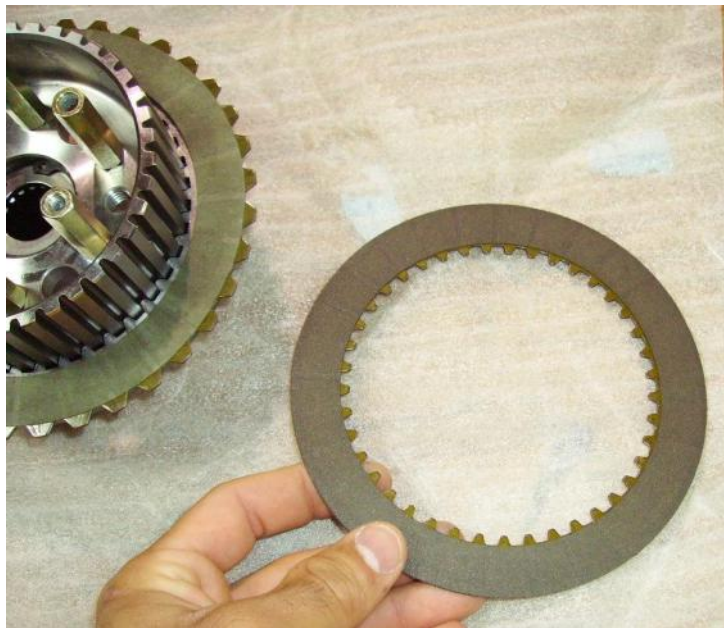
Installing the clutch plates;  
Install the thick steel first.



Install the double sided friction plate next. There is only one of these plates per kit.



Install the inside splined plate (note— one side is steel the other is friction). Installing in this manner will mean that from here on all steel sides will go in and friction sides will go out.



Install the outside splined plate next and repeat the pattern (inside spline, outside spline)  
(NOTE: The pattern is —starting with the thick steel inside spline then outside spline and one steel surface should contact one friction surface)





You will end with an outside splined plate with the friction side out. This friction side will then contact the steel surface attached to the pressure plate.



**Step THREE:**

Install the pressure plate. You will need to align the marking on the pressure plate to the marking on the clutch hub to ensure good alignment between the clutch spring studs and the spring holes in the pressure plate.



Next install the spring cups. These will just slide into place as long as the markings (shown above) are aligned.



Next install all six springs. Three spring rates are included for you to choose your strength. Higher the spring rate the more horsepower the clutch will hold.

- Medium, Yellow (68lb @ 1") 96-251
- Heavy Duty, Black (82lb @ 1") 96-249
- Extra Heavy Duty, Red (98lb @ 1") 96-250

Choose yellow for stock applications or for a light clutch lever feel. Choose black for horsepower levels 100-130hp. Choose red for high horsepower applications.



Then install all six spring guides



Install all six bolts. These bolts will tighten until they are bottomed leaving the correct amount of space for pressure plate movement





**Step FOUR:**

Install the clutch adjuster and adjust the clutch. Make sure the washer is under the adjuster nut. Make sure your push rod is in place. To adjust run the adjuster in until it gets tight (this is caused by it making contact with the pushrod) then back off 1/8-1/4 turn or until the user is satisfied with clutch lever feel.



**Parts Included in Kit**



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