

Table of Contents

MiscRes: Magazine Articles	1
"RevTechs Muscle Clutch", The Clutch You Need to Pull an Extra Load	1

[Go To Technical Menu](#)

MiscRes: Magazine Articles

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This article is an excerpt from Hot XL Magazine, Autumn 1997 Edition: ¹⁾

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"RevTechs Muscle Clutch", The Clutch You Need to Pull an Extra Load

TECH

TECH & HOW-TO

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REVTECH'S MUSCLE CLUTCH

The Clutch You Need To Pull An Extra Load Or Hold More Ponies

Text and photos by R.T. Lindquist

Many people will boost their engine's power output, or reinforce the chassis to pull a heavy load, but completely forget about beefing up their Sportster's clutch. Sure you can build an engine that will produce a tremendous amount of power. But if you can't get it to the rear wheel, what's the point? It's the same when pulling a heavy load. The additional weight puts more of a strain on the clutch than it was designed to hold. Simply put, if your engine produces more power or must work harder to move the bike, the clutch needs to be beefed.

In this installation, we're going to install a RevTech Kevlar clutch pack into our test bike. RevTech kits are

designed to hook up solidly, whether on a high performance engine or with heavy touring loads. The clutch's lining compound contains a tough, durable Kevlar material. The suggested retail price of the clutch (P/N 16-226) is \$94.95.

In addition to the RevTech clutch installation, we're also going to be adding CCE's new derby and inspection covers to spiff up the bike's exterior. Custom Cycle Engineering (CCE) has been manufacturing finned components for Big Twins for years and has just recently released its complete line of finned billetery for Sportsters. This finned design not only enhances the overall appearance of the machine, it

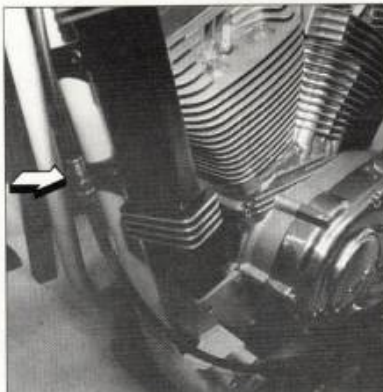
also adds additional cooling area. We all know that Harleys need all the help they can get as far as additional cooling is concerned. The finned derby cover (P/N 9714) retails for \$79. The finned inspection cover's (P/N 9716) suggested retail price is \$38.

Follow along as we install RevTech's Kevlar clutch and CCE's new derby and inspection covers on this 1995 special-construction Softail Sportster. There is a special tool required for this installation so read the accompanying sidebar, "Tips, Info & Tools." As always, read the installation instructions and pertinent service information in your H-D manual before starting the job. Now, let's get to it!

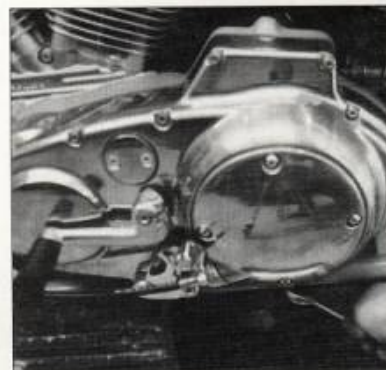


1 We're going to install this RevTech high-performance clutch kit into our test bike.

46 HOT XL AUTUMN 1997



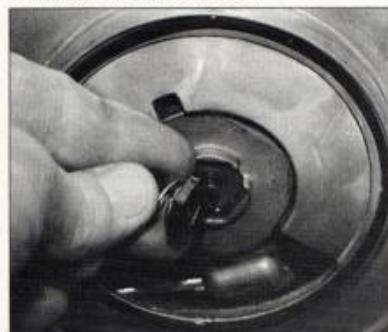
2 Slide the protective rubber boot away from the adjustment turnbuckle in the middle of the clutch cable and adjust the turnbuckle to its loosest position.



3 Remove the primary drain plug from the bottom of the primary cover. Drain the primary oil into a suitable container. Dispose of it safely after the job is finished.



4 Remove the footpeg and shifter lever. Then loosen the locknut and unscrew the chain adjuster to relax the primary chain's tension. Remove the derby cover from the outer primary and set it aside.



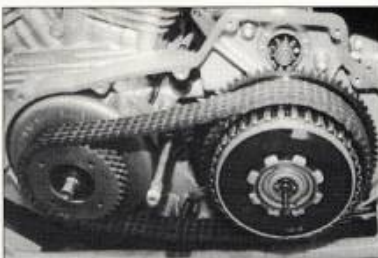
5 Remove the derby cover's O-ring before it falls into the pan of used primary oil. Then remove the spring and lock plate from the primary cover and set them aside.



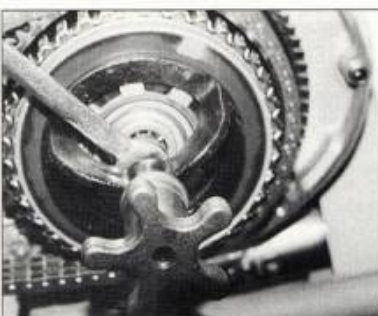
6 Turn the clutch adjusting screw clockwise until the hex nut can be removed. Place it with the other parts.



7 Then remove the cable actuator (note how the cable connects to it). You know where to put it.



8 You can now remove the outer primary screws in a sequential pattern. Then remove the primary cover from the engine case and carefully set it off to the side. Remove and discard the primary cover gasket.



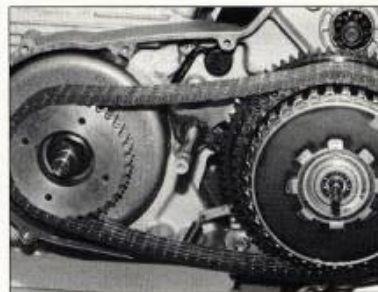
9 Use the spring compression tool (P/N HD-34761) as per the service manual to remove the tension from the clutch spring.



10 After removing the outer snap ring, nut, and spring compression tool, you can then remove the outer and inner clutch spring seat, clutch spring, and pressure plate.



11 With the pressure plate assembly removed, pull all of the stock steel and friction discs out of the clutch shell. Then starting with a fiber plate, install the new RevTech clutch plates, alternate the friction and steel plates and end with a friction disc.



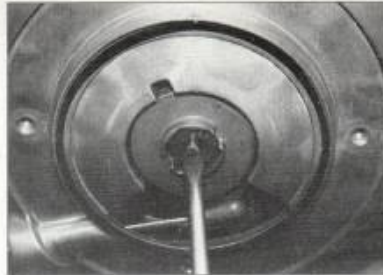
12 Reinstall the pressure plate assembly and snap ring using the spring compression tool.

TIPS, INFO & TOOLS

- Soak the new clutch plates in fresh primary oil before installing them. This will help to prevent uneven clutch plate wear.
- To avoid accidental starter engagement and possible personal injury, disconnect the battery's ground cable before performing any work on the engine.
- Check the primary chain sprocket and starter ring gear on the clutch shell. If either sprocket or ring gear are badly worn or damaged, replace the clutch shell. Also, check the slots that mate with the clutch plates on the clutch shell (outer basket). If the slots are badly worn or damaged, replace the shell.
- Do not attempt to remove the clutch's snap ring without using a spring compression tool (P/N HD-34761). This snap ring is under high spring tension and can cause personal injury if the tension is not released before you try to remove the snap ring.
- Be sure to check the stock steel plates for bluing or any other defects. All defective plates must be replaced.



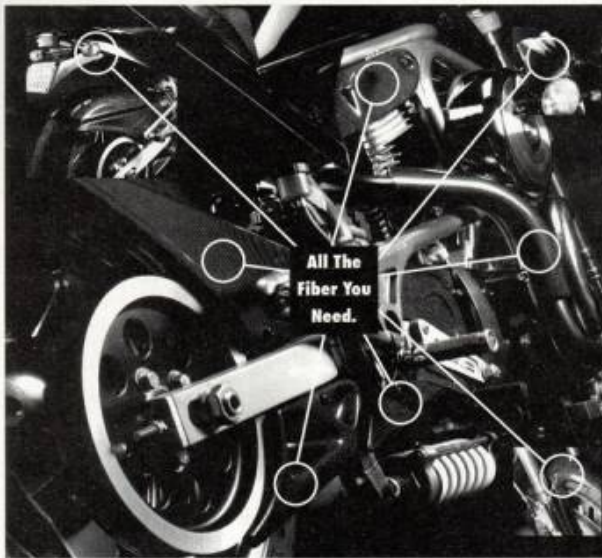
13 Install the outer primary cover using a fresh gasket. Torque the screws down to 80-110 in-lb. Refill the primary case with 24 ounces of primary lubricant. Install the cable actuator, hex nut, and a new O-ring.



14 Turn the clutch adjusting screw counter-clockwise until the free play has been removed from the screw, then back it off 1/8 turn and lock down the jam nut.



15 Reinstall the retaining spring into the hex adjusting nut.



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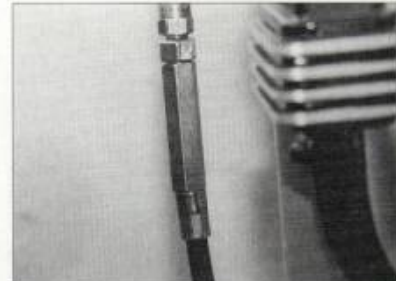
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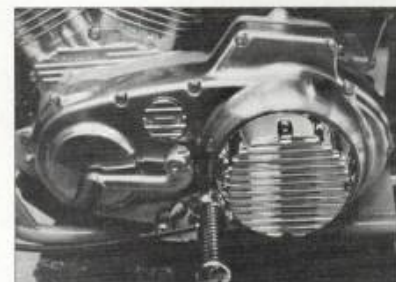
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16 Return to the cable adjuster and remove the slack from the cable. Then loosen the adjuster until you have 1/16" to 1/8" of free play at the lever. Now lock the jam nut and slide the adjuster's boot back into position.



17 We installed the CCE finned covers instead of the OEM units. Reinstall the gear shift lever and torque the pinch bolt to 90-110 in-lb. After you install the footpeg, you're ready for a test ride. ■



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