

V-Twin Mfg.
Clutch Adjuster Plate
For use on 1985-1989 BT Models
VT Part No. 18-3255

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

Installation Instructions:

1. Remove the derby cover on the primary.
2. Loosen the center clutch pushrod adjusting screw and back off two turns.
3. Remove the OEM spring retaining plate by backing off the four 1/4" bolts, one turn at a time.

Note: Be sure to note the location of the four bolts in the "A", "B", or "C" locations. This will help determine your starting point when installing the new clutch adjuster plate. Keep the OEM bolts for reuse with the new plate.

4. Take the new retaining plate and eight washers and insert the original bolts through the new retaining plate.
5. Using a combination of washers, you can adjust the retaining plate in or out to get the correct spring adjustment of the clutch spring. Each washer will move the retaining plate .055" in or out. Adding a washer will move the plate out making it less convex, and subtracting a washer will move the plate in making it more concave.

Caution: You may use washers of different thickness to get the adjustment perfect, just make sure that all washers used are the same thickness on each bolt. Washers must be the same diameter as ones furnished with kit.

6. Use a maximum of two washers per bolt. The washers will go between the retaining plate and the clutch hub to make the adjustment.
7. Place all unused washers under the bolt head on the outside of the retaining plate. That way, if you need to adjust the spring tension at a later time, the additional washers will be available.
8. Check clutch spring adjustment using a straight edge ruler and feeler gauge with the clutch lever released and the clutch engaged. There should be a maximum of 0.010" gap between the clutch spring and the straight edge.
9. By adding or subtracting the washers between the spring retaining plate and the clutch hub, you can change the clearance required on the clutch spring. Remember to place all unused washers under the bolt heads for future use if necessary.
10. The recommended spring adjustment is "flat" to 0.010" concave.

Note: Refer to your notes on the original bolt location. If the bolts in the original pressure plate were in the "A" position, we suggest that you start with one shim washer under the retaining plate. If the bolts were in the "B" position it is suggested that you try no shim washers. If the bolts were in the "C" position try two shim washers on each bolt. Make sure to place the shim washers between the clutch hub bosses and the back of the retaining plate.

Note: If the correct spring adjustment cannot be obtained when all shim washers are removed, add one extra steel clutch plate directly under the pressure plate. Make sure to recheck the spring tension adjustment.

11. Use blue loctite to prevent the bolts from backing out and torque the four bolts to 6-8 ft-lbs.
12. Back off the clutch cable adjuster to give extra free play.
13. Adjust the center clutch pushrod adjusting screw in to center the clutch release and back out 3/4 turn. Tighten lock nut to 6-10 ft-lbs.
14. Adjust cable free play to give 1/8" play at the clutch lever.
15. Operate the clutch lever three or four times to make sure all components are seated. Readjust cable if necessary.
16. Replace derby cover.
17. Test clutch for correct operation.

