

BBR KLX Clutch Removal Washer



Thank you for purchasing BBR's KLX/DRZ110 Clutch Removal Washer. This kit is intended to work with a hydraulic manual clutch (such as BBR's Hydraulic Clutch Conversion kit PN 555-KLX-1101).

Since installation of this kit is beyond the control of BBR Motorsports, Inc, we cannot accept responsibility for misuse or improper installation. This kit is intended only for use on off-road motorcycles. These instructions are intended only as a supplement to the proper Kawasaki/Suzuki service manual. If the installation of this product is beyond your technical abilities please refer to a qualified service technician. If you have any questions please call us at 1-888-MOTO-BBR.



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1. Drain engine oil and support bike on stand. Remove the kick starter, footpeg bracket, and rear brake pedal.



2. Remove clutch side cover (9 phillips head screws).



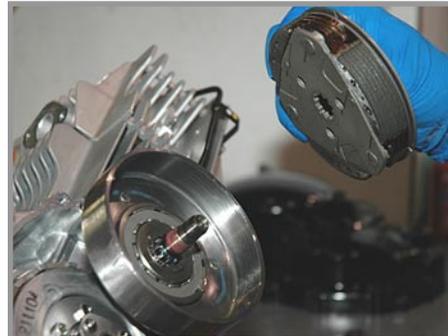
5. Remove clutch collar (it may require wiggling out with channel locks)



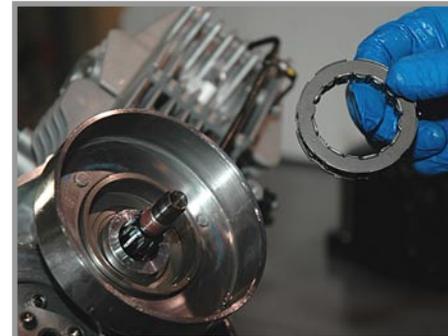
6. Remove the one-way clutch bearing (it should slip out with a screw driver or similar pry tool).



3. Use an impact wrench to remove the 19mm nut securing the primary clutch to the end of the crankshaft.



4. Remove the primary clutch shoe linings.



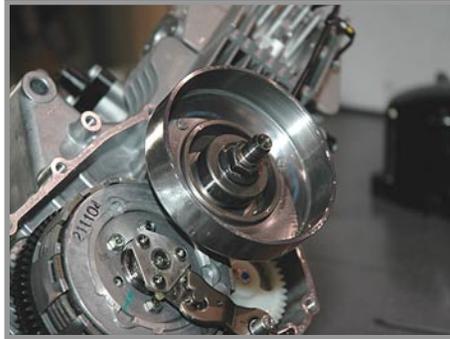
7. The one-way clutch bearing is shown here removed



8. Slide the BBR Clutch Removal washer onto the end of the crankshaft (as shown above).



9. Install the clutch collar next



10. Reinstall the 19mm nut onto the end of the crankshaft. Use the supplied thread adhesive.

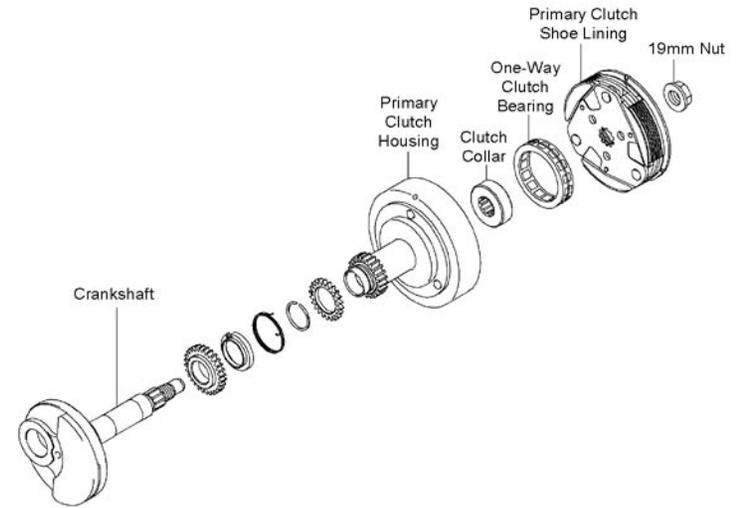


11. Torque this nut to 53 ft. lbs.



12. Shown here are the primary clutch shoe linings and the one-way clutch bearing that you will not reinstall.

Be certain to follow the instructions for your clutch conversion kit and then reassemble the engine in the reverse of removal. See Kawasaki/Suzuki shop manual for any details that are missing from these instructions.



OEM Primary Clutch configuration shown here

Note: It is entirely the responsibility of the person doing the installation to insure that the clutch and engine are assembled and operating correctly before the motorcycle is ridden.