



Instruction Manual Special Clutch Cover Kit

Item No. : 0 2 - 0 1 - 0 2 4 8 (buff-finished and clear-painted)

Fitting : Motorcycles with 12v CD90 engine

- Thank you for purchasing one of our TAKEGAWA-made products. Please strictly follow the following instructions in installing and using the kit.
- Before installing the kit, please be sure to check the kit contents. Should you have any questions about the kit, please contact your local motorcycle dealer.

Read all instructions first before starting the installation

We do not take any responsibility for any accident or damage whatsoever arising from the use of the kit not in conformity with the instructions in the manual.

We shall be held free from any kind of warranty whatsoever of products other than this product if the glitch takes place on the other products than this one after the installation and use of this product.

If you make modifications to any product of the kit, we shall be held free from any guarantee of the product.

You are kindly requested not to contact us about the combination of our products with other manufacturers'.

Please note that this kit is designed for exclusive use in the above-mentioned fit models and frame numbers only and that it cannot be mounted on other models.

Though this kit is for use in a CD90-engine-mounted motorcycle, this cannot be mounted on a frame of a CD90 motorcycle.

Please note that, in some cases, the illustrations and photos may vary from the actual hardware.



CAUTION

The following show the envisioned possibility of injuries to human bodies and property damage as a result of disregarding the following cautions.

- Work only when the engine and muffler are cool. (Otherwise, you will burn yourself.)
- Do the installation with right tools. (Otherwise, breakage of parts or injuries to yourself may take place.)
- Always use a torque wrench to screw bolts and nuts tight and securely to the specified torque. (Otherwise, these parts may get damaged or fall off, resulting in accidents.)
- As some products and frames have sharp edges or protruding portions, please work with your hands protected. (Otherwise, you will suffer injuries.)
- Before riding, always check every section for slack in parts like screws. If you find slack ones, screw them securely up to the specified torque. (Otherwise, improper tightening may cause parts to come off.)



WARNING

The following show the envisioned possibility of human death or serious injuries to human bodies as a result of disregarding the following warnings.

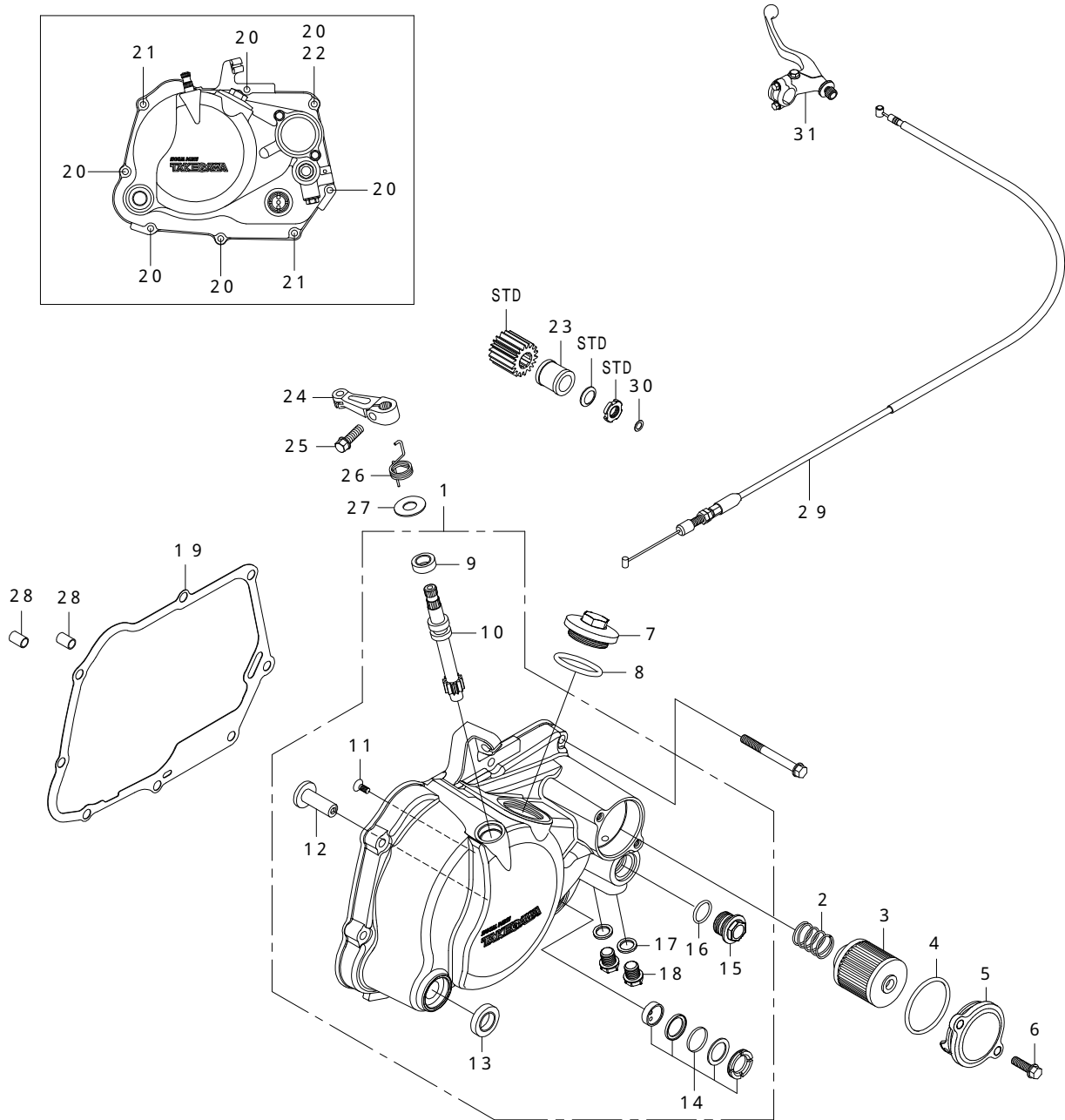
- Always start the engine in a well-ventilated place, and do not turn on the engine in an airtight place. (Otherwise, you will suffer from carbon monoxide poisoning.)
- When you notice something abnormal with your motorcycle while riding, immediately stop riding and park your motorcycle in a safe place to check what has gone wrong. (Otherwise, the abnormality could lead to accidents.)
- Before doing work, make sure your motorcycle is secure on level ground for safety's sake. (Otherwise, your motorcycle could overturn and injure you while you are working.)
- Check or carry out maintenance of your motorcycle correctly according to the procedures in the instruction manual or service manual. (Improper checking or maintenance could lead to accidents.)
- If you find damaged parts when checking and performing maintenance of your motorcycle, do not use these parts any longer, and replace them with new ones. (The continued use of these damaged parts as they are could lead to accidents.)
- As gasoline is highly flammable, never place it close to fire. Make sure that nothing flammable is near the gasoline. Since vaporized accumulation of gasoline is at high risk of explosion, work in a well-ventilated place.

Please note. Performance up, the design change, the product and the price in the cost up, etc. are subject to change without notice.

Please be informed that we shall be held harmless against any claim against us whatsoever arising out of use of the products in racing and the like.

Keep this manual stored until this product is discarded.

Kit Contents



No.	Part Name	Qty	No.	Part Name	Qty
1	Crankcase cover assembly	1	17	Sealing washer, 10mm	2
2	Oil-filter spring	1	18	Oil-plug bolt	2
3	Oil-filter element	1	19	Right crankcase cover gasket	1
4	O-ring, 40mm	1	20	Flange bolt, 6x25	6
5	Oil-filter cover	1	21	Flange bolt, 6x32	2
6	Flang bolt, 6x16	2	22	Flange Bolt, 6x70 (for C.D.I. Motorcycle only)	1
7	Hole cap	1	23	Spacer	1
8	O-ring,30mm	1	24	Clutch release arm	1
9	Oil seal, 10x17x5	1	25	Flange bolt, 6x18	1
10	Clutch release pinion	1	26	Clutch release arm spring	1
11	Flat head screw, 4x10	1	27	Plain washer, 10mm	1
12	Clutch release rack	1	28	Dowel pin, 8x12	2
13	Oil seal, 13.8x 4x 5	1	29	Clutch cable COMP.	1
14	Oil-pot window set	1	30	shim ring, 6mm	1
15	Thermostat hole cap	1	31	Clutch lever assembly	1
16	O-ring, 15mm	1			

Features

- The clutch cover and oil-filter cover are made of die-cast aluminum.
- The surface is buff-finished first, and then clear-painted.
- An optional thermostat, using a memory-metal spring, can be installed. (PATPEND)
- We have used a clutch cable receiver integrated with a clutch cover.
- A stick sensor of the thermometer can be installed to the clutch cover.
- This kit enables the flow of oil from the clutch cover to oil cooler.
- This kit comes with a usual glass-type oil pot window with a high level of durability.

Safety Precautions for Use

- An oil cooler unit, which is installable to the oil filter cover, cannot be installed due to the size difference. An oil line can be used only at the specified location.
- A conventional oil cooler hose cannot be used due to size differences. Please use the one for a die-cast cover.
- An oil filter cover and a clutch release rack are for exclusive use with a die-cast cover. They are not compatible with the conventional ones.
- If you are using an oil cooler kit to which an oil hose is connected from the cover on the side of the cylinder head, NEVER install a thermo unit or an oil hole plug. There is a possibility that the engine will be damaged due to the oil passage blockage.
- A blind plug for a kick starter spindle differs from the conventional one in size. Please use the blind plug for a die-cast cover.
- For a thermo unit, oil cooler, etc., please refer to a relative instruction manual.

Installation Procedures

This Installation Procedures relate to the work at a stage after the engine has already been demounted from the frame. For the work before this stage, please refer to an owner's or service manual, instruction manual for each product, or engine-tuning master book.

Disassembly

(Please do the following work referring to a service manual.)

- 1 . Pull out a right crankcase-cover bolt to remove a right crankcase cover. Detach a case-cover gasket and two dowel pins.
- 2 . Unscrew four flat screws on the oil-filter rotor cover to remove an oil-filter cover, gasket and oil seal.



- 3 . Loosen a locking nut to pull out a washer and oil-filter rotor.

Installation

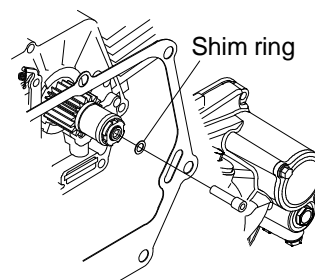
- 1 . First, check that the primary-drive gear is already in place, attach a spacer and a washer in this order, and finally tighten the locking nut to the specified torque.

Torque : 39 N·m (4.0 kgf·m)



Installation of Right Crankcase Cover

- 1 . Degrease the mating surfaces of the right crankcase cover and crankcase, and attach 2 dowel pins and a gasket. Wipe out thoroughly the gasket material on the mating surfaces, if any. Detach an oil filter screen to clean it.
- 2 . Engine oil is applied to the shim ring, into the oil pipe on right side crankcase cover, with care so as not to damage oil seal of kick starter spindle unit, install right side crankcase cover.



- 3 . Tighten eight flange bolts diagonally in a few steps to the specified torque.
Torque : 10 N·m (1.0 kgf·m)
The bolt length differs between a point-type and a C.D.I.-type motorcycles.
- 4 . Place the oil-filter spring on the protrusion of the right crankcase-cover oil filter. Insert the oil filter into the protrusion on the oil-filter cover. Apply engine oil to the O-ring on the oil-filter cover, and install the oil-filter cover onto the right crankcase cover, being careful not to jam the O-ring. And fix and tighten the flange bolt to the specified torque.
Torque : 9 N·m (0.9 kgf·m)
- 5 . Tighten the drain bolt to the specified torque, and add 800 cc of engine oil.
Torque : 21.5 N·m (2.2 kgf·m)
Apply engine oil to the O-ring of the hole cap, and tighten the cap to the specified torque.
Torque : 12 N·m (1.2 kgf·m)
In case the crankcase was disassembled, add 850cc of engine oil. Viscosities and amount of engine oil will have an effect on the shifting of clutch engagement. Take care not to use too viscous engine oil or inject too much of engine oil. Additionally, don't mix too much of molybdenum, etc. which may cause clutch slippage.

Clutch Cable Installation:

- 1 . Attach the clutch cable to the clutch lever, and route the cable to the clutch cable receiver, being careful not to stretch it too tight.
- 2 . Attach the adjuster of the clutch cable to the cable receiver, and attach the cable end to the arm so the notch on the split clamp of clutch release arm faces backward.
- 3 . Rotate the clutch release pinion clockwise till it comes to a halt and place the plain washer into the release pinion.
- 4 . Place the release arm spring in the clutch release arm, and insert it into the release pinion with the inner cable stretched, and hang the arm spring on the right crankcase cover.
- 5 . Attach the flange bolt to the release arm, and tighten the bolt to the specified torque with the arm pressed in.
Torque : 10 N · m (1.0 kgf · m)
- 6 . Adjust the free play at the clutch with the adjuster on the clutch cable receiver, then install and tighten the locking nuts to the specified torque. And cover the clutch cable adjusters at both ends with rubber caps. Adjust the free play at the clutch lever end to be 10 to 20 mm.
Torque : 10 N · m (1.0 kgf · m)
Adjust the free play at the clutch-lever end to be 10 to 20 mm.
- 7 . Reinstall the removed parts back in the reverse order of removal.

Rechecking after Installation

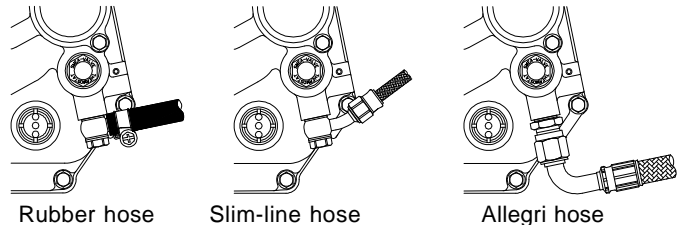
- 1 . With the engine turned off, shift the transmission to the first gear. Then, check that the rear wheel rotates when you move the machine, holding the clutch lever, and that the rear wheel does not rotate when you have released the clutch lever.
- 2 . Shift the transmission into NEUTRAL, and start the engine. Then check each section for oil leak. If nothing is wrong, do a test run at slow speed in a safe place to check the clutch operation.

Important Notice

Oil Cooler Installation:

In case a thermo unit is to be installed:

- 1 . Install a thermo unit.
- 2 . Unfasten two oil plug bolts, and install an adapter suitable for the kind of hose you will use. Then connect the hose.
Please see the instruction manual for the thermo unit.
Please see the instruction manuals for the oil cooler kit and the adapter.



In case an oil hose is to be installed on the side of the cylinder head

⚠ NOTE : NEVER install a thermo unit or an oil hole plug if you do not connect an oil hose to the clutch cover. There is a possibility that the engine is damaged due to the oil passage blockage.

In case an oil cooler is not installed:

NEVER install a thermo unit or an oil hole plug. And in case the thermo unit and/or an oil hole plug is installed, DO be sure to remove it or them.

⚠ NOTE : There is a possibility that the engine is damaged because the oil passage will be blocked when the thermo unit or an oil hole plug is installed.

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