

Special Clutch Cover Kit (Wire-System) Instruction Manual

Product number	KSR110
	02-01-0404 (with drive gear)
	02-01-0405 (without drive gear)
	KLX110 (DR-Z110)
	02-01-0408 (with drive gear)
	02-01-0409 (without drive gear)

Applicable model	KSR110 ('03 ~) / KL110A-000001 ~
	/ KL110A-A02833 ~
	KSR110 (KL110CBF) / JKAKL110CCDA00058 ~
	KSR110 (KL110DDF) / KL110D-A57002 ~
	KLX110 ('03 ~) / LX110A-A08133 ~
	KLX110L / LX110D-A72046 ~

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

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

☆ Read all instructions first before starting the installation. ☆

Please use a thermo unit of Item No. 02-01-5052 (coming with a gold cap) for use with this clutch cover.

- ⊙ 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.
- ⊙ As brake arms and mufflers, made by other manufacturers, may interfere with the clutch cover or clutch cable. So please do not use these brake arms and mufflers.
- ⊙ You are 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 fitting models and frame numbers only and that it cannot be mounted on any other models.
- ⊙ Installation of this kit requires the disassembly and assembly of the clutch, and other work. Moreover, the use of genuine special tools is specified in installing some parts. Do the installation work properly referring to an instruction manual for the relevant motorcycle models.
- ⊙ Please consult with your motor cycle dealer for KAWASAKI about their service manual or special tools.
- ⊙ KSR110 (KL110CBF / KL110DDF), if be mounted on KSR PRO (KL110EEF), the included clutch lever ASSY. interfere with genuine control housing. However, there is no hindrance to operation.
In the case of use in KSR PRO (KL110EEF), it does not interfere when using genuine clutch lever.
If using in KSR110 (KL110CBF / KL110DDF), use of KSR PRO (KL110EEF) for genuine clutch lever also possible.
Genuine products number : 46076-0091 LEVER-ASSY-GRIP, CLUTCH
- ⊙ This product is impossible attach to KSR PRO (KL110EEF) JKAKL110EEDA88121 ~, it becomes possible to mounting you can purchase our quick shift kit.

~ Features ~

- This is a kit to convert a stock automatic centrifugal clutch to a manual wire-type clutch.
- The clutch cover is made of Die-cast aluminum, buffed and coated clear paint.
- You can deliver the oil into the oil cooler from the clutch cover, and the optional of thermostat can be installed.
- To the oil hole, a stock filler cap or an optional breather cap can be installed.
- The rack-and-pinion systems in the clutch operating mechanism, leading to improved clutch operability.
- This kit is installable on both stock clutch or optional heavy-duty 6-disk clutch kit.
- With the optional hydraulic cylinder kit, the clutch operation can be converted from the wire-system to hydraulic system.
- Removal of a stock primary clutch and use of a special drive gear will reduce the load on the crankshaft and improve the throttle response.
- This kit comes with a quick-release type clutch lever which can be installed or detached with a bolt only. Moreover, for installation on KSR110, an M8 mirror holder is additionally included in this kit.

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

- Work only when the engine and muffler are cool. (Otherwise, you will get burned.)
- Do the installation with right tools. (Otherwise, breakage of parts or injuries to you 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 hardware 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 cautions.

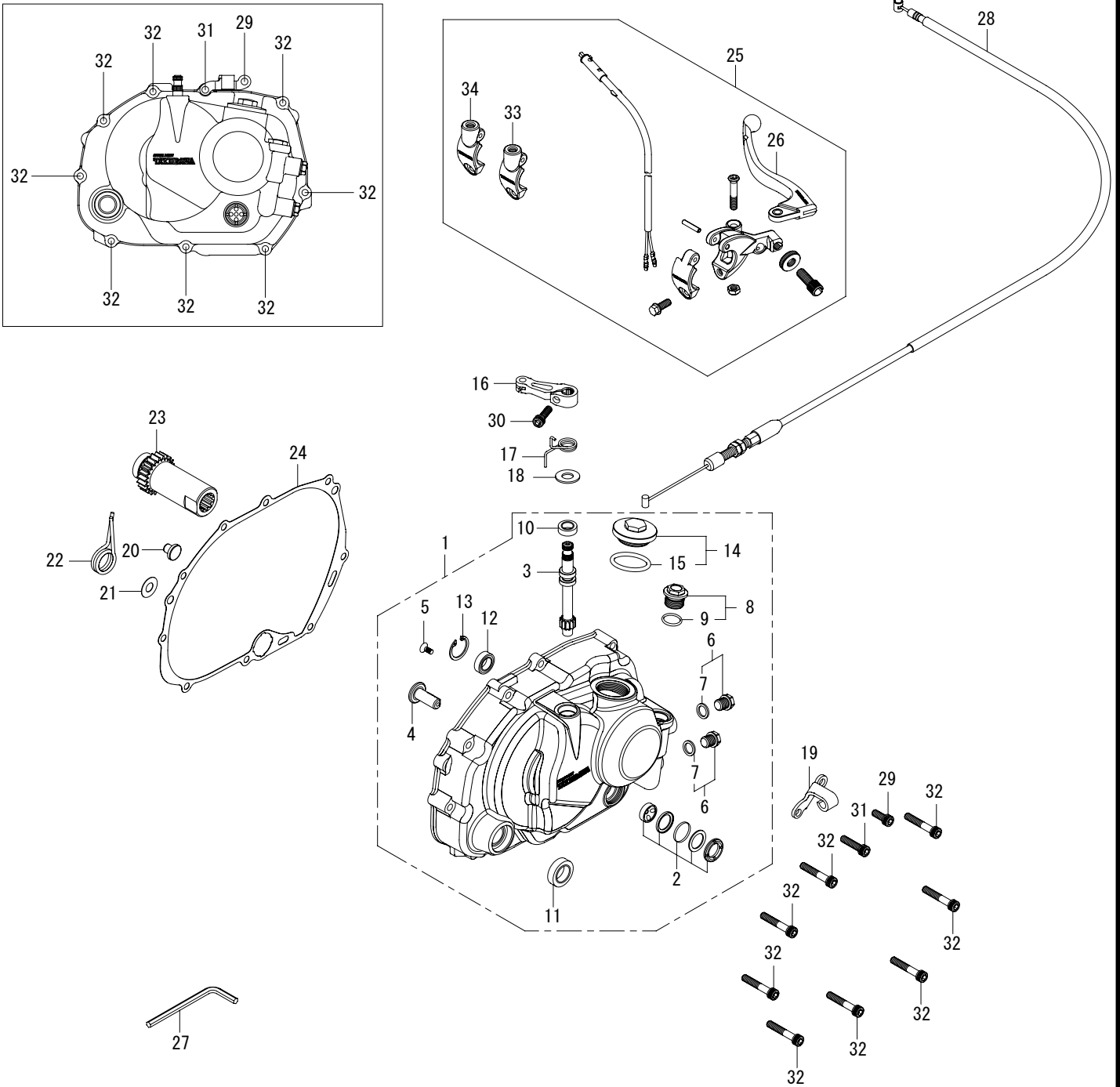
- Always start the engine in a well-ventilated place, and do not turn on the engine in an airtight place.
(Otherwise, you will suffer from carbon monoxide poisoning.)
- When you notice something abnormal with your motorcycle while riding, immediately stop riding and park your motorcycle in a safe place 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. (Otherwise it may cause a fire.)

- ⊙ Please be informed that, mainly because of improvement in performance, design changes, and cost increase, the product specifications and prices are subject to change without prior notice.
- ⊙ This manual should be retained for future reference.

SPECIAL PARTS
TAKEGAWA

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TEL: +81-721-25-1357 FAX: +81-721-24-5059 e-mail: english@takegawa.co.jp URL http:// www.takegawa.co.jp
Please contact with your name and country name provided. (Only English please)

Product content



No.	Part Name	Qty	Repair Part Item No.
1	Right crankcase cover assembly	1	00-02-0389
2	Oil pot window kit	1	00-02-0031
3	Clutch release pinion	1	00-02-0033
4	Clutch release rack	1	00-02-0039
5	Flat head screw, 4x10	1	00-00-0100 (10 pcs)
6	Oil plug bolt, M10x1.25	2	00-07-0072 (with washer)
7	Sealing washer, 10 mm	2	00-07-0106 (10 pcs)
8	Thermostat hole cap (silver)	1	00-07-0063 (with O-ring)
9	O-ring, 15 mm	1	00-00-0185 (5 pcs)
10	Oil seal, 10x17x5	1	00-02-0006
11	Oil seal, 16x26x7	1	00-01-0039
12	Oil sea, 12x20x5	1	00-01-0038 (2 pcs)
13	Internal circlip, 22 mm	1	00-02-0115 (3 pcs)
14	Hole cap	1	09-06-0131 (with O-ring)
15	O-ring, 30 mm	1	00-01-0034 (4 pcs)
16	Clutch release arm	1	00-02-0106
17	Clutch arm spring	1	00-00-1674
18	Plain washer, 10 mm	1	00-00-0151 (10 pcs)

No.	Part Name	Qty	Repair Part Item No.
19	Clutch cable receiver	1	00-00-2104
20	Clutch lift rod	1	00-00-1682
21	Shim ring, 9.5x20x 0.5	1	00-02-0116
22	Change-shaft return spring	1	00-02-0153
23	Primary drive gear, 22T	1	02-01-0304
24	Clutch cover gasket	1	00-02-0417
25	Clutch lever assembly	1	02-01-0601
26	Clutch lever	1	00-00-2193
27	Hex wrench, 5 mm	1	_____
28	Clutch cable COMP., 910 mm (KSR110)	1	00-02-0107
	Clutch cable COMP., 850 mm (KLX110)	1	00-02-0133
29	Socket cap screw, 6x15	1	00-00-0718 (5 pcs)
30	Socket cap screw, 6x20	1	00-00-0721 (5 pcs)
31	Socket cap screw, 6x25	1	00-00-0722 (5 pcs)
32	Socket cap screw, 6x35	8	00-00-0724 (5 pcs)
33	Mirror bracket, 8 mm	1	00-00-1695
34	Mirror bracket, 10 mm	1	00-02-0420

※ Please note that in ordering repair parts, be sure to quote the Repair Part Item No. Otherwise, we may not be able to accept your orders.

Some parts are only available as a set. In this case, please order them with the set number.

※ In Item Nos of 02-01-0408 and -0409 is the length of the part number 28 is 850 mm.

※ In Item Nos of 02-01-0408 and -0409 is not included No. 33 and No. 34 listed above.

※ In Item Nos of 02-01-0405 and -0409 is not included No. 23 listed above.

Safety Precautions for Use

- This clutch cover does not operate. Without a special primary drive gear.
- The optional thermostat is usable only when an oil-cooler hose is connected to the crankcase cover. Never install the thermostat when an oil cooler is not installed, or when the oil-cooler hose is connected to any other hardware than the crankcase cover.
- When the oil-cooler hose is to be connected from the crankcase cover, be sure to either install the thermostat or when the thermostat is not to be installed, install a oil hole plug included in the Oil Cooler Kit. (*If the above hardware is not installed, the engine oil will not circulate around the oil cooler.)
- NEVER install a thermostat or an oil plug bolt if you connect an oil cooler hose to either the oil filter or cylinder-head oil pipe. Otherwise, the engine oil will not be provided to the crankshaft, damaging the engine.
- If the oil-cooler hose is connected to the crankcase cover, only the engine oil, to be provided to the crankshaft, will circulate to the oil cooler, and engine oil, to be provided to cylinder head, will not circulate to the oil cooler. In order to send entire amount of engine oil to oil cooler, either connect the oil hose to the oil filter, or install oil cooler onto either crankcase or cylinder-head oil pipe.

○ When mounted on KSR110 (KL110CBF/KL110DDF) and KSR PRO (KL110EEF), the clutch lever (included in the kit) may interfere with the stock control housing.

No problem in operation. Please be forewarned.

Stock clutch lever will not interference when using with KSR PRO (KL110EEF)

For KSR110 (KL110CBF/KL110DDF): The stock clutch lever of KSR PRO (KL110EEF) will not interference.

Genuine No. : 46076-0091 LEVER-ASSY-GRIP, CLUCH

■ Mounting procedure ※ With regard to the mounting method and the specified torque of detail, refer to the genuine service manual.

● Disassembly

1. Make sure the bike is secure on a sidestand. Prepare an oil container, and detach a drain plug to drain the engine oil.
2. Remove a kick pedal, right step-holder, and brake pedal.
Unfasten a screw on the clutch cover to remove the clutch cover, cover gasket and dowel pin.
3. Remove a release lever, release ball, release cam, ball bearing and bearing holder.
 - a. Release ball assembly
 - b. Release cam
 - c. Ball bearing
 - d. Ball bearing holder
 - e. Release lever

○ Except KSR PRO (KL110EEF)



4. Remove a 14mm nut, holding a primary clutch with a special tool of primary clutch holder.

KAWASAKI genuine special tool:

Primary clutch holder: 57001-1507

5. Remove a 14mm nut, holding a secondary clutch with a special tool of clutch holder.

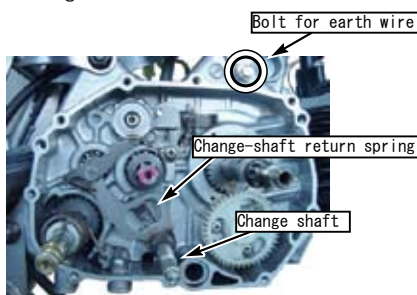
※ Install the special tool of clutch holder, meshing three convex portions on the clutch holder with a concave portion on the clutch hub.

KAWASAKI genuine special tool:

Clutch holder: 57001-1508

6. Remove the primary and secondary clutches together.

7. Remove a change pedal to pull out a change-shaft lever.
Remove a change-shaft return spring from the change-shaft lever.



8. Remove a bolt for engine ground wire on the crankcase.
(This is applicable only to KSR110)

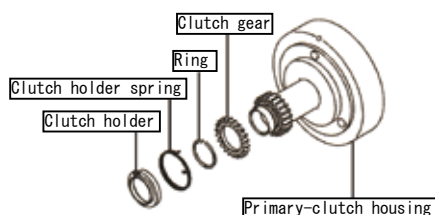
● About primary clutch gear:

If the clutch gear is installed, there will be no backlash, and the noise from the gear will be reduced.

Without installation of the clutch gear does not affect the clutch operation.

(Install the clutch gear only when the kit comes with a gear.)

1. From the primary clutch housing, detach a clutch holder, clutch holder spring, ring and clutch gear.
2. Attach a clutch gear and ring to a provided drive gear.
Attach a holder spring to the clutch holder. Press the holder into the drive gear, meshing the cogs correctly.
Put marks on any random tips of cogs meshing together.



● Assembly and installation:

1. Attach a provided change-shaft return spring, which please install onto the crankcase.

※ Be careful the direction of the return spring.

Attach the change pedal, and tighten it with a bolt.

⚠ Caution: Apply the specified torque.

Bolt

Torque : 11.8N · m (1.2kgf · m)

☆ If you want to use to KSR PRO (KL110EEF) (following KSR PRO), or if it is purchased in special clutch kit, attach the quick shift in accordance with instructions of 1-4 of quick shift kit installation procedure.

☆ If purchased in KSR PRO or special clutch kit, strengthen clutch kit attach the strengthening clutch in accordance with an instruction of 5-9 of the mounting procedure.

☆ When installing only in the clutch cover kit, to perform installation work in accordance with previous mounting procedure 2 to instructions.

If you purchased in KSR PRO or special clutch kit, to perform installation work according to the instruction of mounting procedure 3.

2. In case the clutch gear is installed to the drive gear, give the clutch gear a 2-tooth clockwise turn. And install the clutch gear together with the drive gear, meshing the clutch gear with the secondary clutch.

※ At this point, check that the marks on the cog tips are not meshing with each other.

※ In case the clutch gear is not to be installed, the work above is not needed. Tighten a 14mm nut, holding a secondary clutch with a clutch holder.

⚠ Caution: Apply the specified torque.

Nut 14mm

Torque : 72N · m (7.3kgf · m)

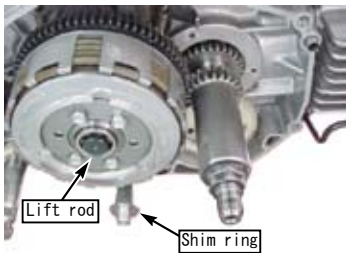
Tighten a 14mm nut, holding the primary drive gear.

⚠ Caution: Apply the specified torque.

Nut 14mm

Torque : 72N · m (7.3kgf · m)

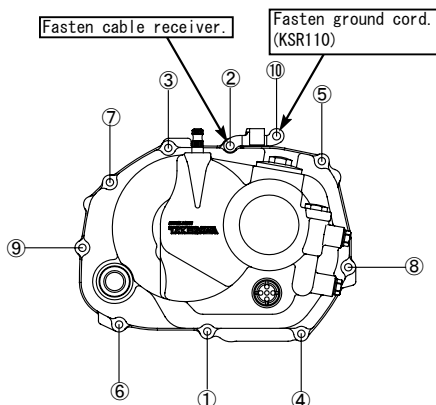
3. Attach to spring plate the removed ball bearing holder, and ball bearing, and attach a provided clutch lift rod to the ball bearing.
Attach a provided shim ring to the change-shaft.



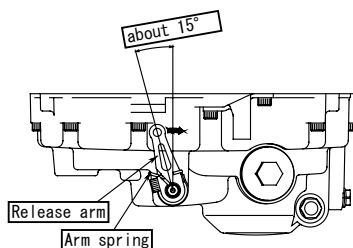
4. Degrease the clutch-cover mounting surface of the crankcase.
Put in two dowel pins into the crankcase, and attach a new clutch cover gasket. Attach a right crankcase cover, and fasten it with a provided socket cap screw in a few steps in the order as specified below.

⚠ Caution: Apply the specified torque.
Socket cap screw
Torque : 8.8N · m (0.9kgf · m)

- ※ Check that a clutch release rack is attached inside the cover.
- ※ Attach the right crankcase cover with care not to damage an O-ring of a kick shaft.
- ※ And jointly fasten a clutch cable receiver and the O-ring in place.
- ※ Fasten an ground cord and the cable receiver.
(This applies only to KSR110.)



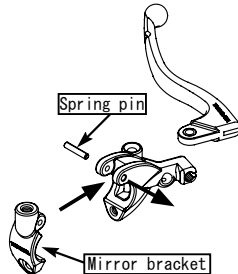
5. Put a 10 mm washer into the release pinion with the washer's round edge facing downwards. Hang one end of a clutch arm spring on the release arm, and the other end on the cover. And position the release arm in place as per the figure below.
- ※ Turn the release pinion clockwise until it comes to a halt, and attach the release arm.



Attach a socket cap screw to the release arm. And pressing down the release arm lightly, tighten the socket cap screw.

⚠ Caution: Apply the specified torque.
Socket cap screw
Torque : 8.8N · m (0.9kgf · m)

6. Attach a bracket to the provided clutch lever, and spring pin with a plastic hammer.
※ If using in KSR110, please remove genuine mirror bracket.
※ If you are installing a rearview mirror in KSR110, it is used in assembling the included mirror bracket to the clutch master cylinder ASSY.
※ For vehicles of KSR PRO (KL110EEF), the included clutch lever ASSY is not used, it is recommended the clutch lever use of genuine.



7. Attach a clutch lever to the steering handle, and tighten the bolt.

⚠ Caution: Apply the specified torque.
Bolt
Torque : 8.8N · m (0.9kgf · m)

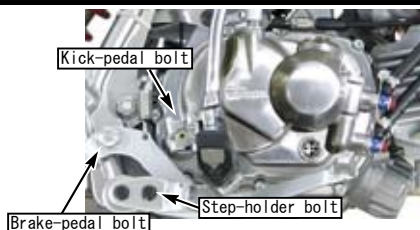
8. Attach a clutch cable adjuster to the release arm.
Detach a nut on the clutch cable adjuster completely from the screw, and pass a cable through the clutch cable receiver. Reinstall the removed nut, and fasten the cable receiver in between nuts loosely initially. Route the clutch cable to the clutch lever without stretching it by force, and attach the cable end to the lever. Adjust the free play at the clutch lever with an adjuster on the clutch cable, and fasten thenut.

⚠ Caution: Apply the specified torque.
Nut
Torque : 11.8N · m (1.2kgf · m)

- Free play at the lever tip: 10 ~ 20 mm
※ Fine-tune the free play with the adjuster on the clutch lever

9. Install the removed right step holder, brake pedal and kick pedal.

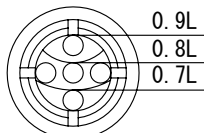
⚠ Caution: Apply the specified torque.
Right step-holder bolt
Torque : 26N · m (2.7kgf · m)
Brake-pedal bolt
Torque : 8.8N · m (0.9kgf · m)
Kick-pedal bolt
Torque : 11.8N · m (1.2kgf · m)



10. Fasten a drain plug, and add engine oil.

⚠ Caution: Apply the specified torque.
Drain plug
Torque : 29N · m (3.0kgf · m)

- ※ In case a gasket on the drain plug always, replace it with a new one.
Engine oil level: 0.9 liter (at the time of oil change)
- ※ Use the following figure just as a guideline on how to read the oil level through oil pot window.



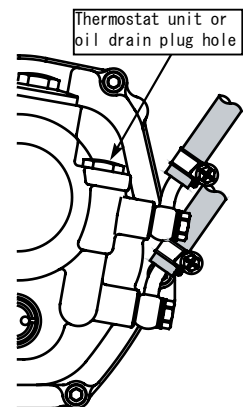
Important Notice

Installation of oil cooler:

(In the case of installing the thermo unit)

Please be sure to use a thermo unit of Item No. 02-01-5052 coming with a gold cap. Please note that a thermo unit of Item No. 02-01-5053 coming with a blue cap is not usable (because of different screw diameter).

1. Install the thermo unit according to the Instruction Manual.
2. Detach two oil plug bolts, attach hardware like a banjo to match the kind of hose to be used, and connect the hose.
※ Please see an Operation Manual for the thermo unit.
※ Please see an Operation Manual for the oil cooler kit.



(When not installing the thermostat unit)

Remove the thermostat hole cap, attach the oil hole plug (included in our oil cooler kit), and tighten to the specified torque.

⚠ Caution: Apply the specified torque.
Thermostat hole cap
Torque : 13N · m (1.3kgf · m)

⚠ Caution: When connecting an oil hose to the clutch cover, you must install a thermostat or an oil hole plug. Without thermostat or an oil hole plug installed, oil will not circulate and the engine may be damaged.

(In the case of connecting the oil hose to other hardware than the clutch cover)

NEVER install a thermostat or an oil hole plug if you connect an oil hose to the oil filter or cylinder-head oil pipe.

⚠ Caution: 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.

⚠ Caution: 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.