

EXP ASSEMBLY INSPECTION

The Rekluse EXP assembly is built using high quality materials, however, it does experience natural wear and tear like any clutch component. The amount of wear is based on the rider's use and type of terrain.

It is important to inspect the EXP assembly at regular intervals for signs of wear, including the internal ramps and wedges.

Symptoms of wear may include:

- The clutch either slips or stalls even with Free Play Gain adjusted correctly
- The clutch excessively drags
- It is difficult to find the proper Free Play Gain adjustment

INSPECTION SCHEDULE

The EXP assembly should be inspected using the following schedule. The "Light" inspection range is based on an average rider's moderate use.

The "Heavy" inspection range is based on riding in extreme environments or riding conditions.

Bike Model	Clutch Use	
	Light	Heavy
Dirt / Off-Road	40-50 hours	20-30 hours
Adventure / Dual Sport	8,000-15,000 miles	3,000-5,000 miles
Street	10,000-20,000 miles	5,000-8,000 miles

INSPECT EXP ASSEMBLY

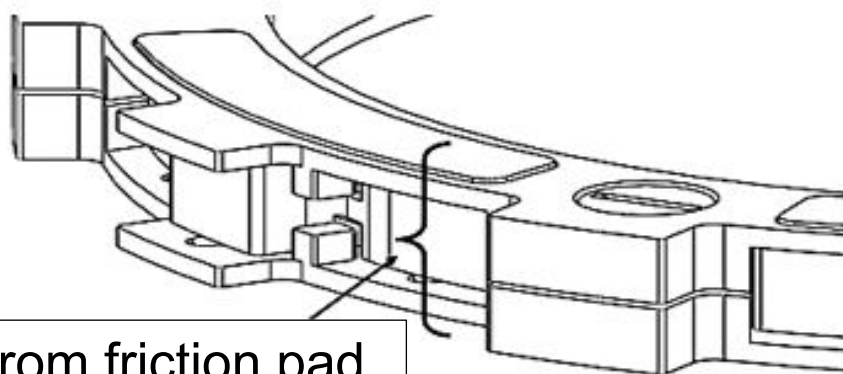
Use the following instructions to properly inspect the EXP bases, wedges, and Teflon pads.

Step 1: Remove the EXP assembly

- a. Remove the EXP assembly from the bike. Instructions for disassembling the clutch can be found in your installation manual.
- b. Clean off any debris or oil from the EXP bases with a clean towel.

Step 2: Measure the EXP

- a. Measure the width of the EXP assembly from friction pad to friction pad. Use the part number stamped on the EXP base tab to determine which measurement is correct for your bike model.
 - For EXP part number 140-216: minimum thickness is **.590" (14.99 mm)**.
 - For all other part numbers: minimum thickness is **.416" (10.57 mm)**.



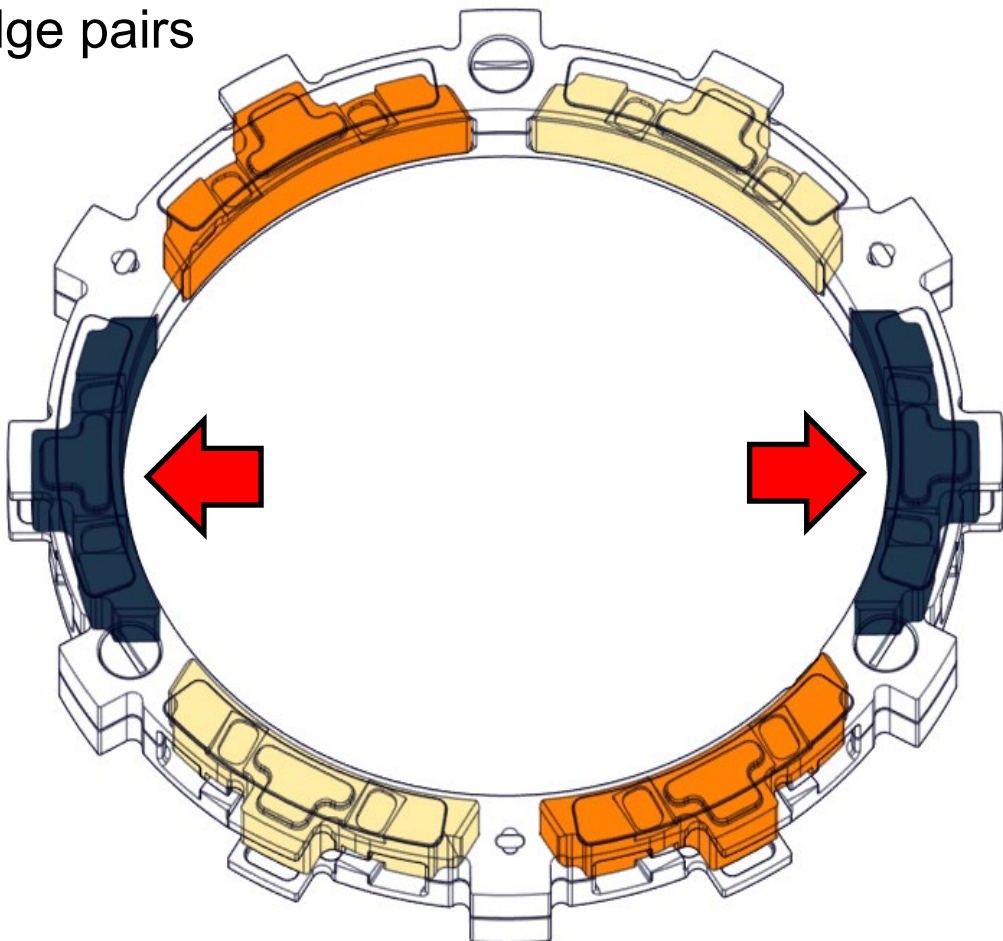
Measure from friction pad
to friction pad.

- b. If the EXP is above the minimum thickness, continue with the next step. If the EXP is below the minimum thickness, replace the EXP bases and Teflon pads.

Step 3: Test the wedges

- a. Push a pair of wedges (opposite from each other) from the inside of the EXP assembly toward the outside of the assembly.
- b. Release the wedges once they have reached the outside edge of the assembly. *The wedges should move easily and spring back in place without catching once released.*

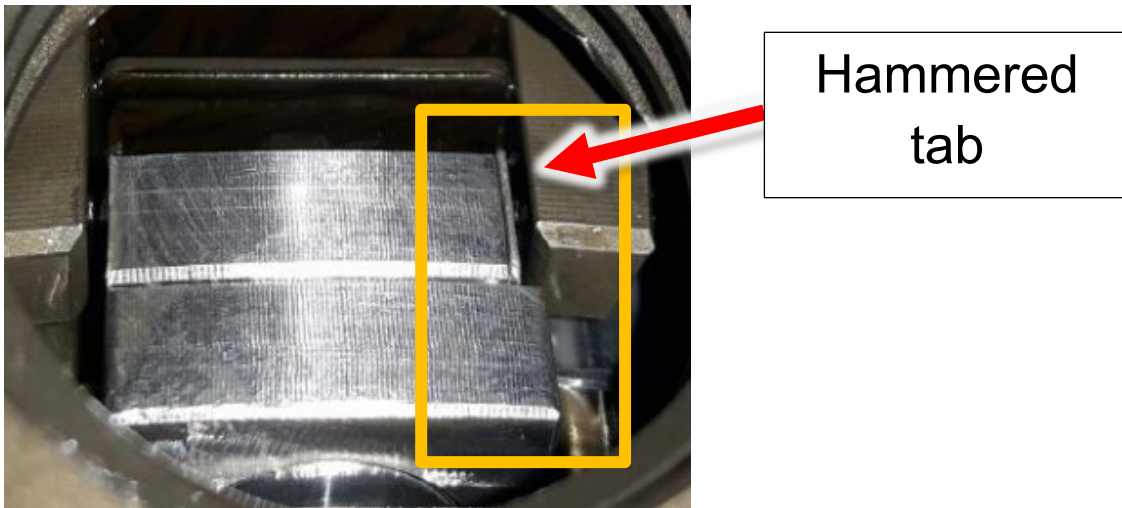
Push and release
wedge pairs



- If all the wedges in the EXP assembly spring back, continue with the next step.
- If one or more of the wedges stick, the EXP bases and Teflon pads may need to be replaced. Continue with the next step for further inspection.

Step 4: Visually inspect EXP

- Inspect the EXP assembly for any evidence of hammering on the tabs. A hammered tab is when one of the EXP base tabs has been compressed and is narrower than the other tab. If the EXP tab wear is **more than .020"** (.5 mm), the EXP assembly needs to be replaced.



- **KTM / Husqvarna DDS models:**

If the hammering is **less than .020"** (.5 mm), the EXP assembly can be flipped over to extend the life of the EXP. If **any amount** of hammering is present, inspect the inner hub and dampers for signs of wear in addition to inspecting the EXP assembly. Replace the dampers in the hub assembly if there is rotational play as well as the EXP assembly.

- **For traditional clutch models:**

If hammering is present, inspect the clutch basket dampers in addition to inspecting the EXP assembly.

c. Inspect the EXP for signs of damage.

- A damaged tab is when the EXP tab(s) have visible signs of damage. If there are any signs of damage, replace the EXP bases.

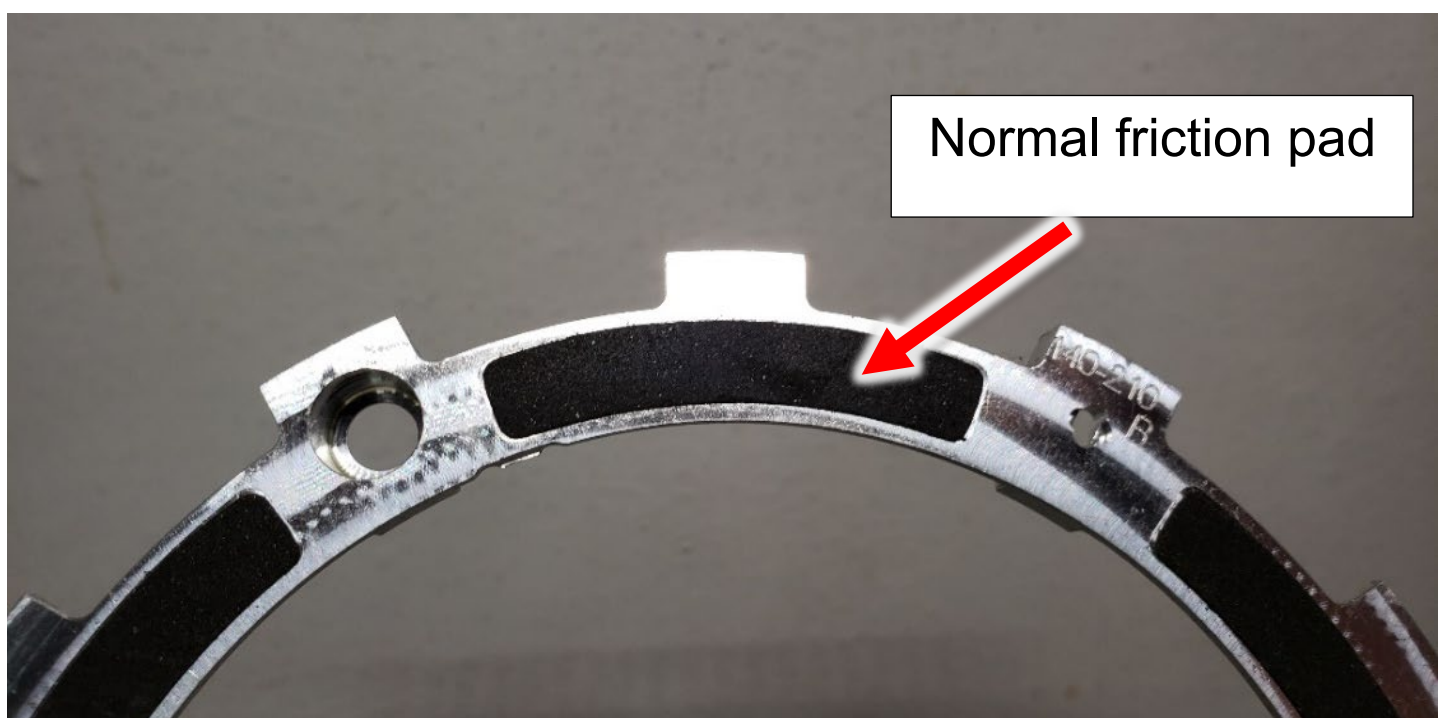
d. Check that all the friction pads on both sides of the EXP assembly are still bonded onto the bases. If any of them are missing, replace the EXP bases.



Missing friction pad

e. Check the friction pads for glazing. Due to the dark color of the friction pad material, the pads will appear almost black as soon as they are put in oil.

- A normal friction pad will still have a rough finish even though the pads are black.



- In contrast, glazing will appear shiny and feel like glass, even after oil is cleaned from the friction pads. If the friction pads are glazed, replace the EXP bases.



f. Inspect both sides of the EXP assembly for signs of discoloration.

- Light staining may be caused by the oil and the EXP may still function properly.



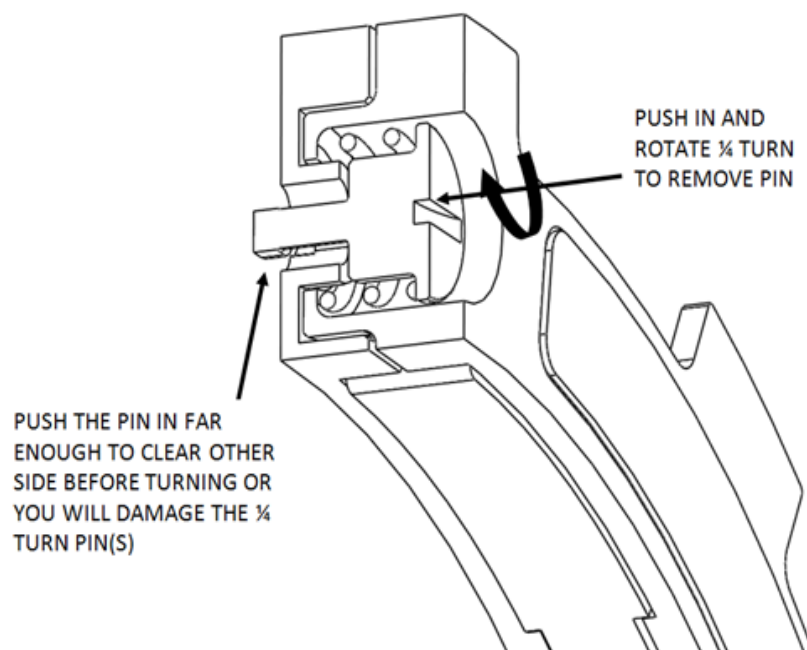
- Heavy staining may indicate high heat from the clutch, and the bases and wedges may need to be replaced.



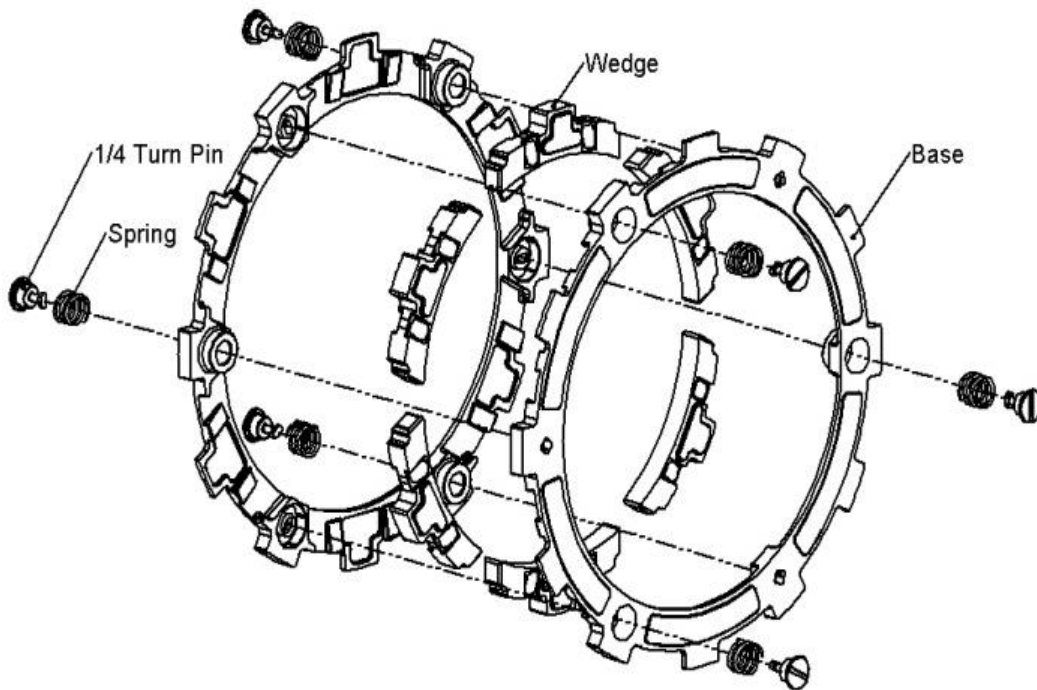
g. Once the visual inspection is complete, continue with the next step.

Step 5: Disassemble the EXP assembly

- a. Using a flat-blade screwdriver, push the $\frac{1}{4}$ turn pin in far enough to clear the opposite side of the EXP to unlock the pin.
- b. With the pin still pushed past the base, turn $\frac{1}{4}$ of a turn to remove the pin and spring. Remove all the remaining pins and springs the same way.

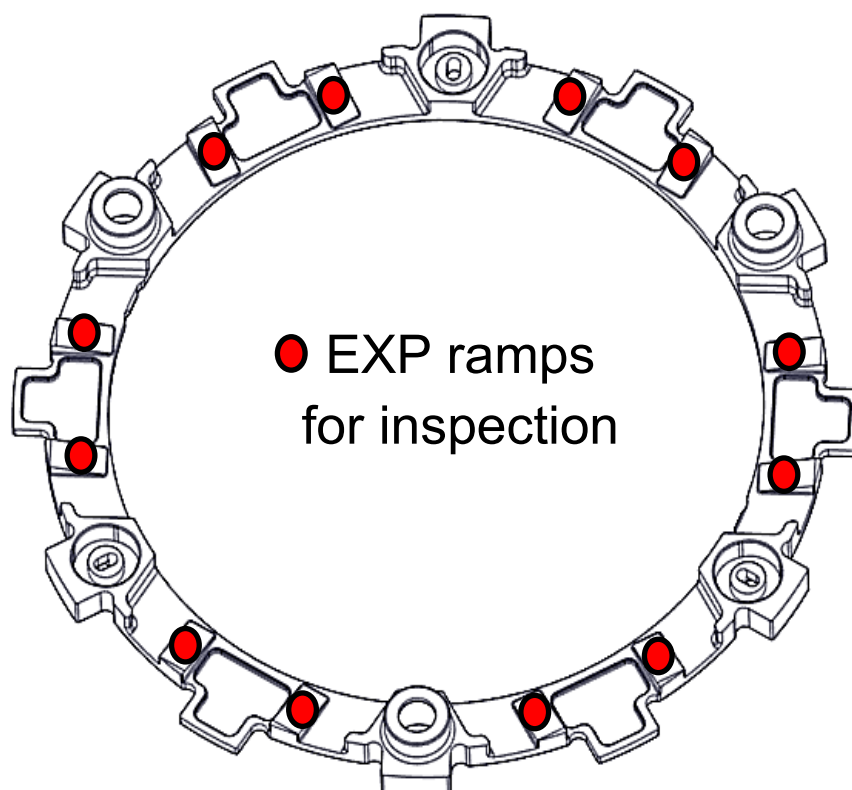


c. Separate the bases and remove the wedges. Be aware that Teflon pads may stick to base ramps from oil tension. Just remove the stuck pads from the EXP base and set them aside before continuing to inspect the bases.



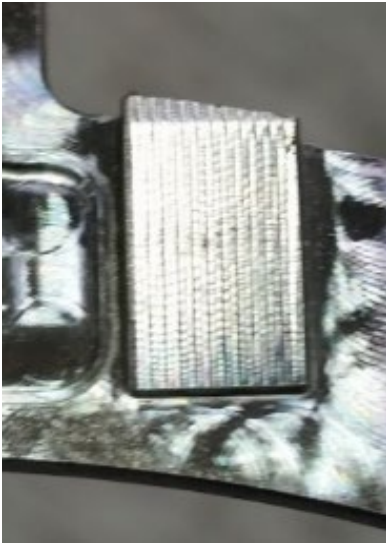
Step 6: Inspect the ramps

a. Inspect all the ramps that are located inside of **both** EXP bases. Replace the EXP bases and Teflon pads if there is any evidence of a raised outline on the ramp, or if the ramp has an indentation. See the following examples.





Normal - Ramps with machine marks or look shiny/polished are normal. These can be reused.



Machine marks



Shiny or polished



Damaged - Ramps that have a raised outline (burr) or have an indentation are damaged and need to be replaced.



Raised mark (burr)

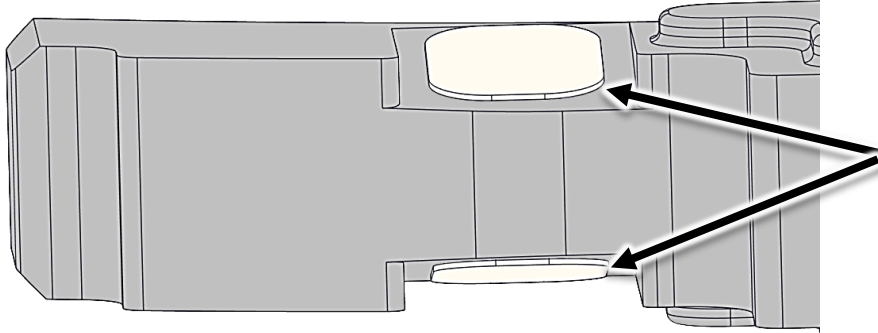


Indentation

NOTE: *If you replace the EXP bases, it is **HIGHLY RECOMMENDED** that you replace the Teflon pads or wedges as well for best performance.*

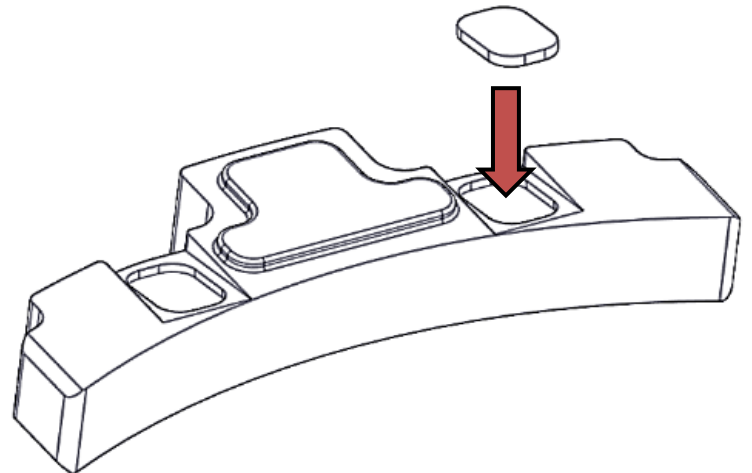
Step 7: Inspect the wedges

- a. Inspect all the Teflon pads in the wedges. The pads should stick **slightly above** the edge of the wedge pocket. If the pads sit flush or below the edge of the pocket, replace the pads.



Pads should be slightly above the

NOTE: *If a Teflon pad has fallen out during disassembly, press the pad back into the wedge pocket using the flat side of a screwdriver.*



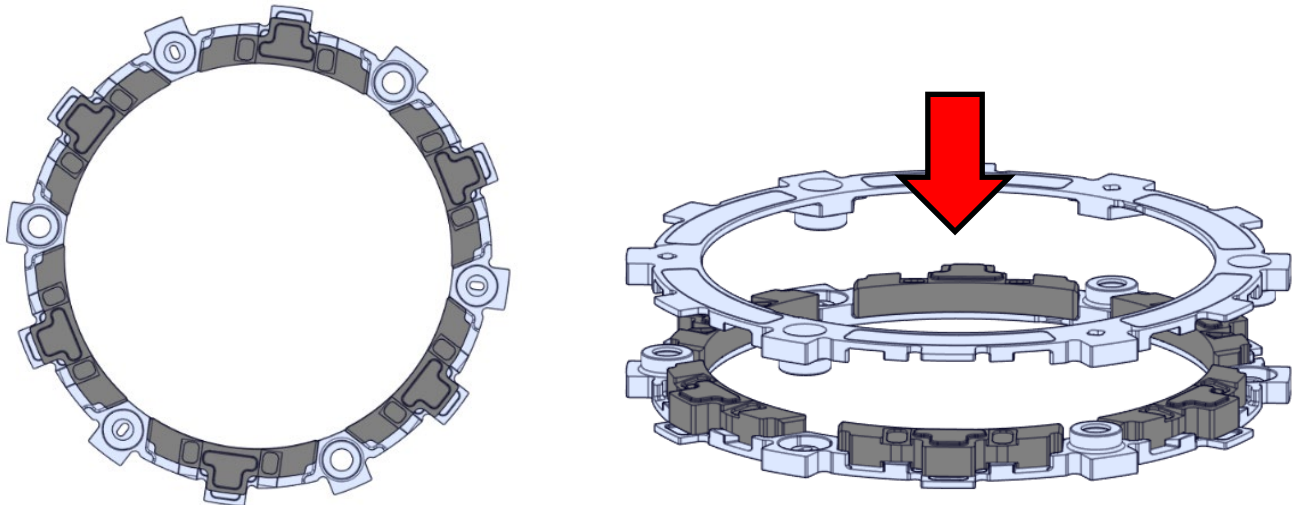
⚠ CAUTION

Do not press directly in the center of the pad with the tip of the screwdriver or with any sharp object. This will make an indent in the pad and the wedge will not function properly.

- b. Inspect the pads for damage. The pads should be smooth with no nicks, cuts, or imbedded debris.
- If the Teflon pads are good, continue with the next step.
 - If the Teflon pads are worn or damaged, the Teflon pads need to be replaced. A kit is available through Rekluse.

Step 8: Reassemble the EXP bases

- a. Place all of the wedges onto one of the EXP bases, then place the second base on top of the wedges. *Make sure the wedges have all their Teflon pads in place.*



- b. Reinstall 3 of the EXP springs, then reinstall the quarter turn pins. If you have two different color springs, only install one color of spring on each side.
- c. Flip the EXP over and reinstall the remaining springs and quarter turn pins.
- d. Once assembled, push each pair of wedges out from the inside of the EXP to make sure the wedges move freely.

NOTE: *The EXP assembly might have a small gap down the center line once reassembled. The gap may not be even or symmetrical. This gap will close during the break-in procedure.*

- e. Reassemble the clutch pack and then break-in the new EXP bases, wedges, and/or Teflon. Break-in directions can be found in your installation manual or on our website.
- f. Re-check Free Play Gain before riding.

NEED HELP?

Visit our website at www.rekluse.com/support or call us at (208) 426-0659.