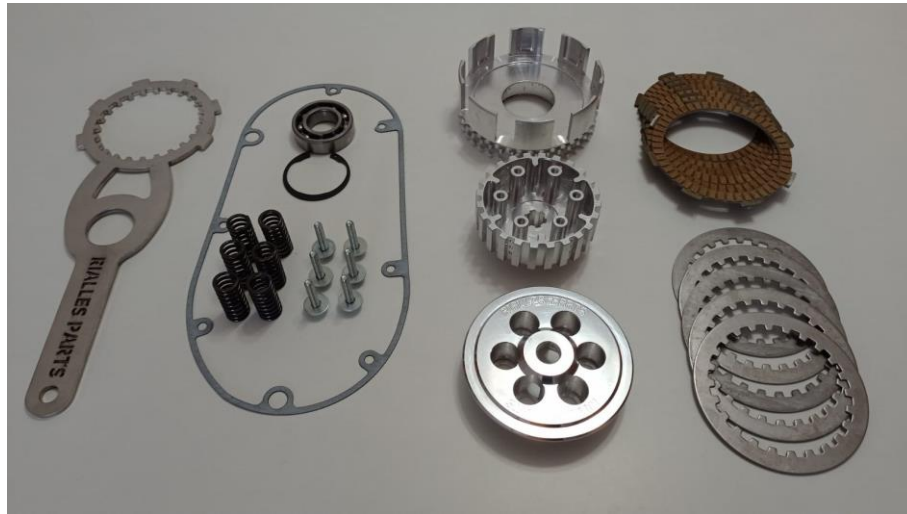


INSTALLATION AND ADJUST MANUAL RIALLES PARTS CLUTCH KIT



Thank you for purchasing one of our RIALLES PARTS clutch kits.

Our clutch KIT for BULTACO RIALLES PARTS was born with the need to improve one of the weak points of our BULTACO, maintaining the entire drive system and primary transmission characteristic. The kit has been launched after numerous tests and hours of operation, especially in the most demanding conditions; competitions.

NOTE: Our KIT has been installed and adjusted on many of BULTACO's engines (not all) and experience has indicated that not all engines are exactly adjusted and manufactured the same. They were made by conventional machines and adjusted by hand, therefore there are small dimensional variations that may make some adjustments necessary when installing the clutch.

To achieve a smooth clutch actuation, it is recommended to check the entire actuation system, the cable, the lever and the cam, and if possible, install a perfectly greased low-friction cable with sheath.

Given the new characteristics of the clutch, the useful travel of the pressure plate can be reduced, therefore it is capable of modifying the cams and lengthening them in order to soften the actuation even more.

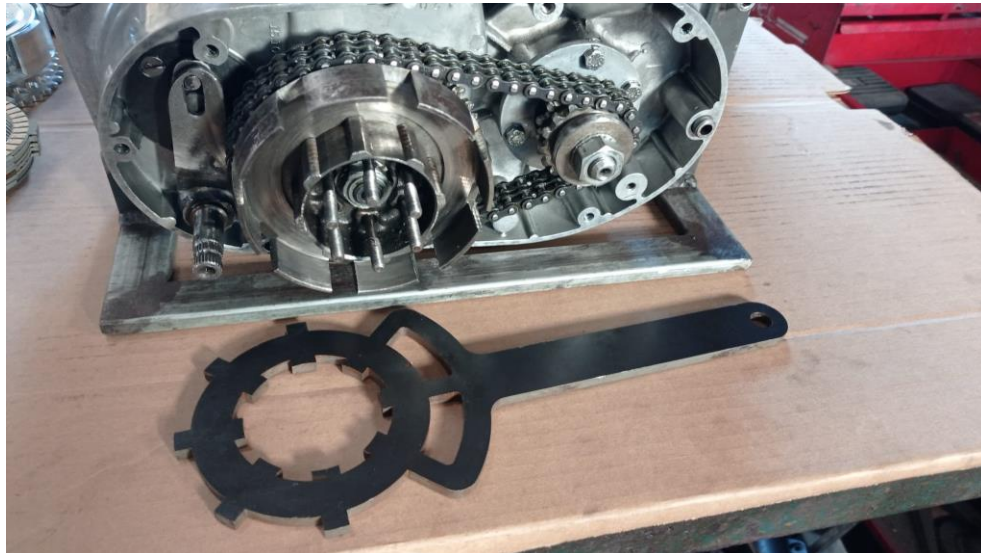
Constructive features.

| | |
|-------------------------|--------------------------------|
| Material: | aluminium 7075 T6 |
| Number of theeth: | 38 |
| Friction disc: | HONDA CRF-150 / CR-80 / NSR-75 |
| Number: | 6 |
| Friction disc tickness: | 3 mm. |
| Spacer disc: | HONDA CR-80 / NSR-75 |
| Number: | 5 |
| Spacer disc tickness: | 1.6 mm. |
| Springs: | YAMAHA RD/RZ 350 / BANSHEE 350 |

| | |
|---------|---------------|
| Number: | 6 |
| Length: | 39 mm. Aprox. |

Steps to installation.

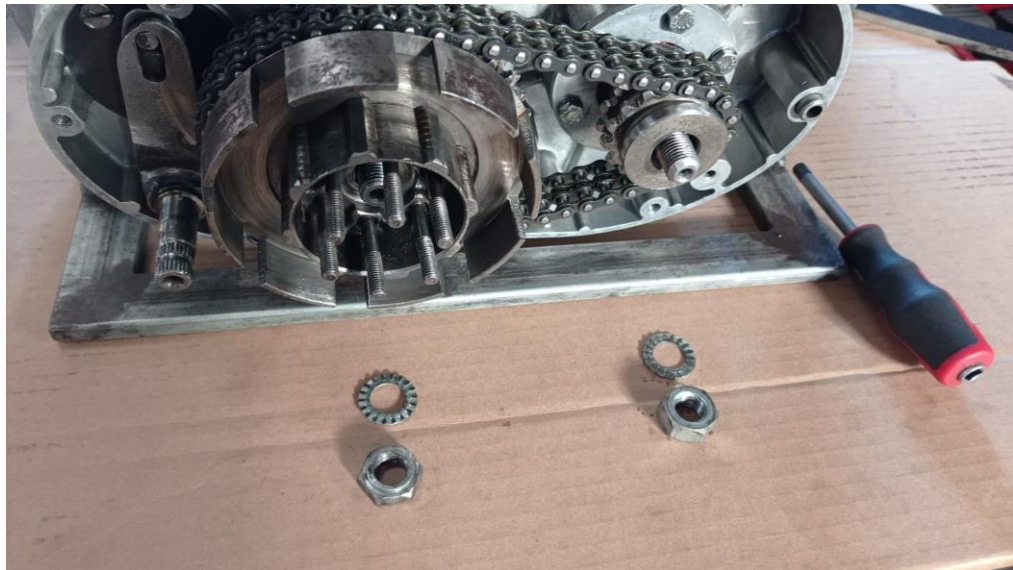
1. Remove oil.
2. Remove clutch cover.
3. Remove seal from adjustment clutch screws.
4. Remove pressure plate and discs.



5. Remove axial bearing (pay atention to ball).



6. Rempove knuts from crankshaft and primary gearbox.



7. Remove drive transmission. Should take out at the same time in order to chain alignment.



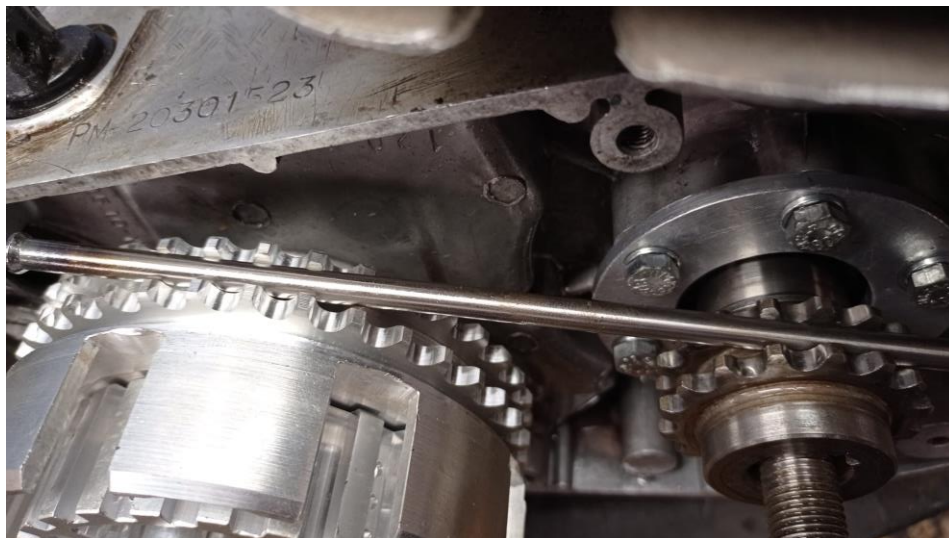
8. Clean and check splines and threads.
9. Check the condition of the clutch seat. Sometimes he is marked by having worked lazily. If it is not in good condition plan on a lathe. Pay attention to the O-ring



10. Check the splines of the new clutch on the engine. It is usually tight. Make sure the spline lines up with the spline

NOTE: Pay special attention to blows. If necessary use a socket wrench and tap on the seat of the nut.

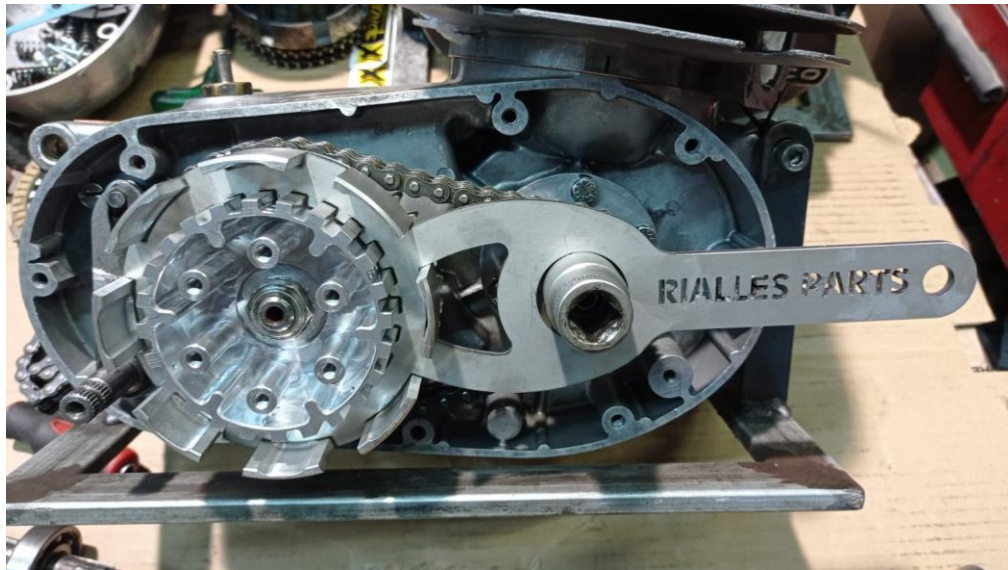
11. Fit the discless clutch and the crankshaft end sprocket without the chain.
12. Check the alignment of the two pinions. Use a 6 mm rod or the same rod of the clutch pusher (5.5 mm) if it is in good condition and proceed as shown below.



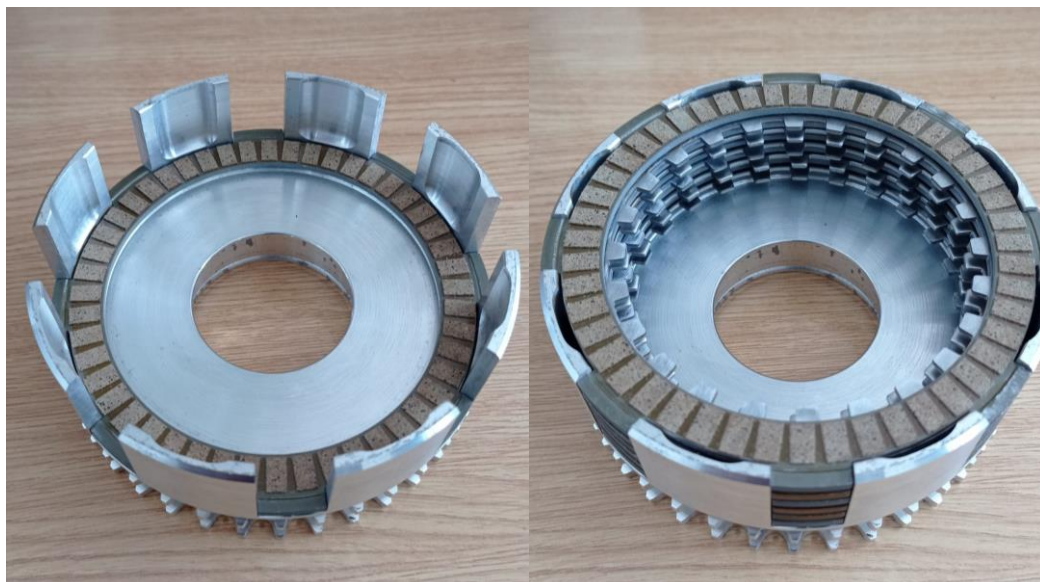
13. Once the alignment has been adjusted, disassemble and assemble the entire assembly with the chain.

NOTE: it is advisable to fit a new chain or one that is in good condition. A stretched chain will wear out the hood quickly.

14. Tighten the crankshaft and clutch nuts. Use the supplied special tool. It is recommended to use a screw sealant.



15. Check that the central hub rotates smoothly and centered.
16. 16. Assemble the discs starting with the friction disc and alternate completing with a friction disc.



17. Install the tappet ball and the thrust bearing.

NOTE: carefully check the condition of the ball, pushrod and thrust bearing. Mount with grease.



18. Fit the regulating screw of the standard plate pressure plate and leave it slack.

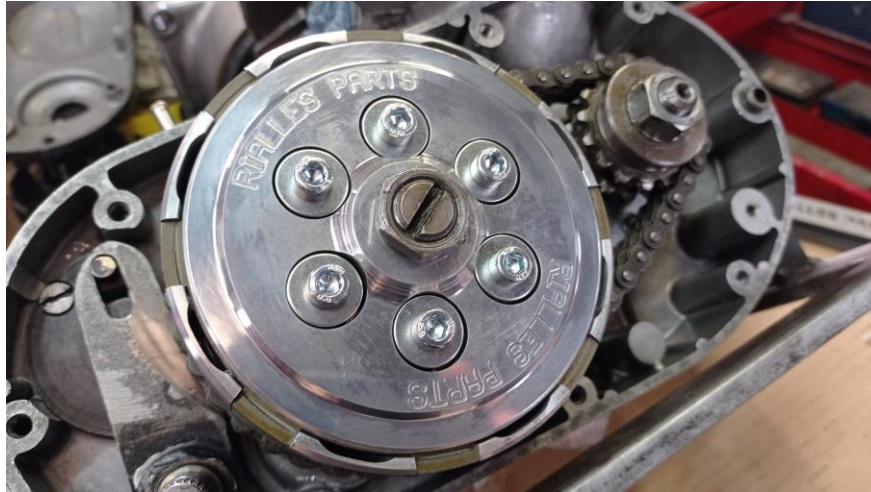


NOTE: Before mounting the pressure plate, make sure the pushrod is in good condition.

19. Mount the pressure plate.

NOTE: Before installing the bolts and springs, check that the rod does not push the pressure plate, preventing it from closing the disc pack. In some models it is necessary to shorten the rod 1 mm.

20. Fit the springs and fully tighten the screws with the washers. No adjustment is required.



19. Adjust the pressure plate pusher until the plate moves. By engaging a gear and moving the wheel, disconnection can be checked or by actuating the kickstarter. Play dough can be used to determine the gap

NOTE: In some models it is necessary to install a 1mm gasket or two gaskets. In case the pressure plate hits the housing inside, should be necessary to shift the primary transmission. For this operation it will be necessary to use a lathe. Contact us and we will guide you how to do it.

20. Fit the cover with gasket.



21. Fill with oil. We recommend using special oil for clutch 2T 10W-40 or similar in a quantity of 400 cm³ (according to Bultaco 300 cm³). Better performance has been found to be achieved.
22. Check operation with engine running. The clutch should disengage perfectly.

For any questions, queries or clarifications, contact RIALLES PARTS.

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