

BELT DRIVES LTD.
PART # CLT-100
CLUTCH LOCK-UP TOOL INSTRUCTIONS

Read all instructions before using tool.

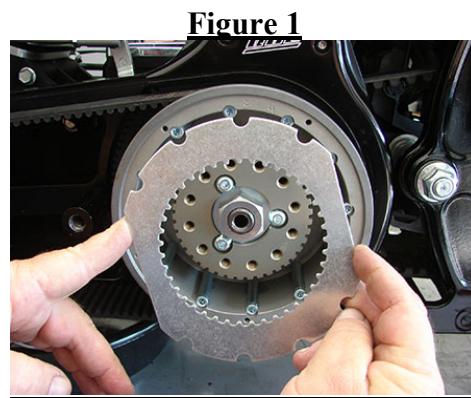
For use on all of our belt drive units which have the BDL round clutch dogs
This clutch lock-up tool is designed to help you properly torque the clutch basket & hub assembly to the mainshaft of your transmission without the use of an impact wrench that can / will damage the hub / basket or other components of your new belt drive.

The use of red thread locker on all splined transmission mainshafts, transmission mainshaft nuts and engine sprocket shaft nuts /bolts, is critical, Also BDL strongly suggest that you use a new OEM woodruff key on installations of any tapered mainshaft kits, a drop or two of super glue to hold the key into keyway is a good way to insure that the key stays in place during installation of these tapered hubs.

With the motorcycle fully secured and the full weight of the motorcycle on the work surface, put transmission into first gear.

After you have properly installed and aligned the front and rear pulleys along with the belt, as per our videos on www.beltdrives.com you will need to torque the clutch hub nut.

Step #1. With all of the clutch plates removed from the clutch basket, using one finger from each hand on the flats of the CLT-100, install the CLT-100 about 1/3rd of the way into the clutch basket by aligning the internal and external teeth of the clutch hub and basket with the lock-up tool. **SEE FIGURE # 1 & 1A**



“MAINSHAFT NUTS ARE LEFTHAND THREAD”

Apply a few drops of red thread locker to the first few threads of the mainshaft, install mainshaft nut by hand or by ratchet and socket, snug the mainshaft nut up to the clutch hub, Using a torque wrench set to the proper torque setting specified in your service manual for your year and model bike, Torque the nut **SEE FIGURE # 2**

Figure 1A



Figure 2



Figure 3



Once you have achieved the proper torque of mainshaft nut, move to the engine sprocket shaft nut / bolt. This is standard **RIGHTHAND THREAD**. Once you have achieved the proper torque for the engine sprocket shaft nut/bolt, you can remove the CLT-100 again by using one finger from each hand, **SEE FIGURE #3**.

Install your clutch plates and pressure plate, and continue on with the rest of your installation.