

BELT DRIVES LTD.
CC-132-BB
COMPETITOR CLUTCH
Installation Instructions

Read installation instructions completely before you begin



Top picture CC-132-BB, Competitor Clutch, Complete. Fits 2007- 2020 Big Twins with cable clutch. Refer to the OEM Service Manual for how to R&R your stock clutch, clutch basket and clutch hub, Our CC-132-BB Competitor clutch hub will press into basket just as a stock one would.

Note: Press basket down onto hub via inner bearing race only of clutch hub bearing.

NOTE the clutch hub has dual retaining ring grooves use the appropriate groove for your clutch hub bearing

- (1) CC-132-CH Clutch Hub. (1) CC-130-6PP Pressure Plate. (1) CDCC-137 Retaining Ring
(1) DES-600 Diaphragm spring & Collar. (6) ESB-625 Shoulder Bolts. (1) CDAS-500 Adjusting Screw
(1) EVHN-500 Clutch Hub Nut
(1) CC-132CPS Clutch Plate Set, "See below for breakdown"*

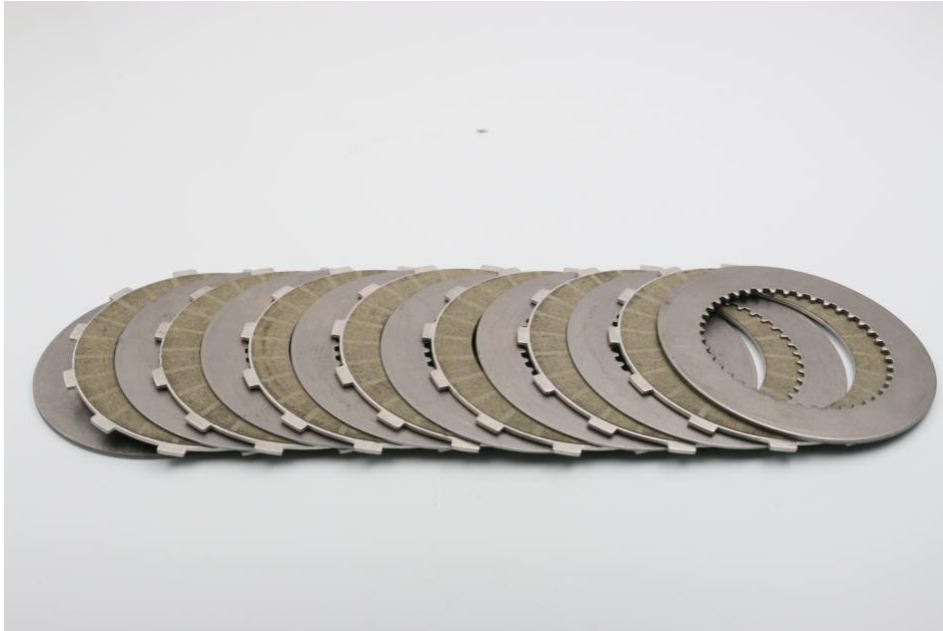
* (2) CC-130-BP, Backing plates @.120" ea. * (6) CC-130-CS, Thin Steel Drive Plates @ .059" ea.

* (7) CC-130-CP, Friction Plates @ .150" ea.

CLUTCH STACK HEIGHT = 1.670"

REVISED 03/10/2020

Once you have removed the OEM clutch assembly, you can start the installation of your new competitor clutch, Follow the OEM guidelines and procedures for installing a new clutch hub. and reassemble primary drive unit to the point where you start to load the clutch plates into the basket and onto the clutch hub, See BDL's steps for loading the clutch basket. **SEE BELOW**

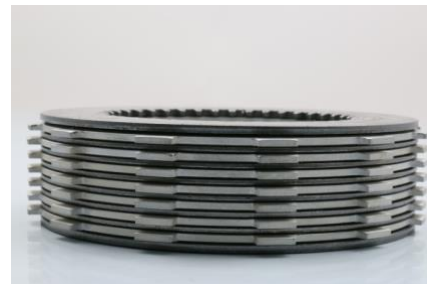
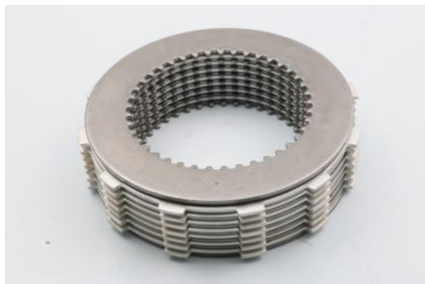


PRESOAK YOUR FRICTION PLATES BEFORE YOU ASSEMBLE CLUTCH PLATES INTO BASKET

We recommend pre-soaking all friction clutch plates in ATF "Automatic Transmission Fluid" Type "F", For a time of 5 minutes. You can presoak the friction plates in the same type primary fluid you are going to run in primary as well. **WE DO NOT RECOMMEND THE USE OF SYNTHETIC PRIMARY FLUID.** These are anti friction types of fluids, and the clutch works on friction. These fluids may cause clutch to slip.

STACKING / LOADING THE CLUTCH BASKET

All Clutch plates have Rounded edges, these rounded edges all face outward towards pressure plate. First plate in clutch is (1) of the thick steel plates, then load a Friction Plate, then a Thin steel Plate, alternate between thin steel and friction ending with a friction, then load the last thick steel backing plate. Install the pressure plate assembly and adjust your new CC-132-BB clutch. Verify all work is complete and everything is tight Test ride bike, make any adjustments as needed.



IMPORTANT* APPLY A GOOD AMOUNT OF RED THREAD LOCKER TO THE FIRST 3/4" OF SPLINES OF THE TRANSMISSION MAINSHAFT AND SPLINES OF THE CLUTCH HUB DURING FINAL INSTALL. LET RED THREAD LOCKER CURE FOR A FULL 24 HOURS BEFORE STARTING BIKE

REVISED 10/10/2019

BELT DRIVES LTD.
CC-132H-BB
COMPETITOR CLUTCH
Installation Instructions

Read installation instructions completely before you begin



Top picture CC-132-BB, Competitor Clutch, Complete. Fits 2007 - 2020 Big Twins with Hydraulic clutch. Refer to the OEM Service Manual for how to R&R your stock clutch, clutch basket and clutch hub, Our CC-132-BB Competitor clutch hub will press into basket just as a stock one would.

Note: Press basket down onto hub via inner bearing race only of clutch hub bearing.

NOTE the clutch hub has dual retaining ring grooves use the appropriate groove for your clutch hub bearing

(1) CC-132-CH Clutch Hub. (1) CC-130-6-HYD-PP Pressure Plate. (1) CDCC-137 Retaining Ring

(1) DES-600 Diaphragm spring & Collar. (6) ESB-625 Shoulder Bolts. (1) HCA-200 C/D. HYD. ROD END
(1) EVHN-500 Clutch Hub Nut (1) CPR-100, Clutch Push Rod

(1) CC-132CPS Clutch Plate Set, "See below for breakdown"*

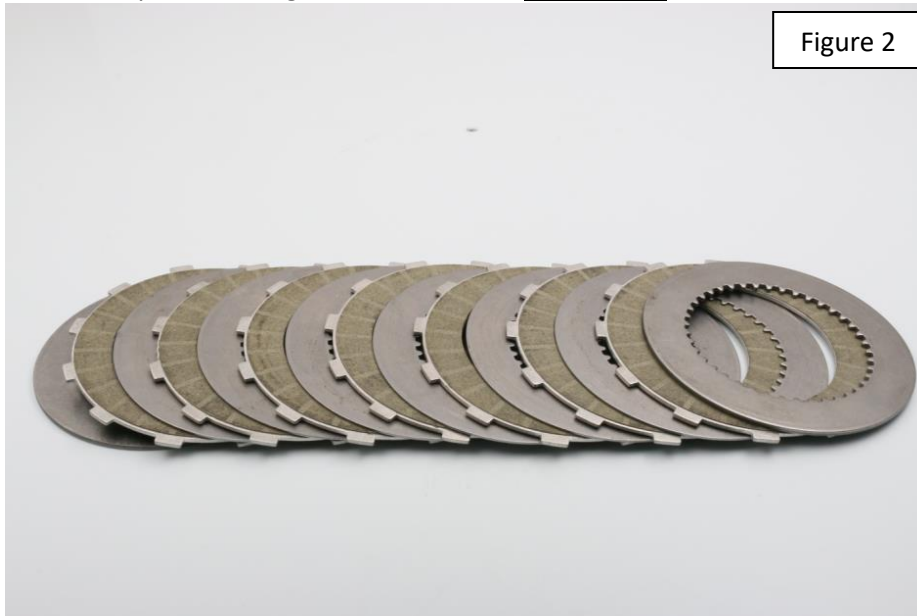
* (2) CC-130-BP, Backing plates @.120" ea. * (6) CC-130-CS, Thin Steel Drive Plates @ .059" ea.

* (7) CC-130-CP, Friction Plates @ .150" ea.

CLUTCH STACK HEIGHT = 1.670"

REVISED 02/16/2021

Once you have removed the OEM clutch assembly, you can start the installation of your new competitor clutch, Follow the OEM guidelines and procedures for installing a new clutch hub. and reassemble primary drive unit to the point where you start to load the clutch plates into the basket and onto the clutch hub, See BDL's steps for loading the clutch basket. **SEE figure 2**



PRESOAK YOUR FRICTION PLATES BEFORE YOU ASSEMBLE CLUTCH PLATES INTO BASKET

We recommend pre-soaking all friction clutch plates in ATF "Automatic Transmission Fluid" Type "F", For a time of 5 minutes. You can presoak the friction plates in the same type primary fluid you are going to run in primary as well. **WE DO NOT RECOMMEND THE USE OF SYNTHETIC PRIMARY FLUID.** These are anti friction types of fluids, and the clutch works on friction. These fluids may cause clutch to slip.

STACKING / LOADING THE CLUTCH BASKET

All Clutch plates have Rounded edges, these rounded edges all face outward towards pressure plate. First plate in clutch is (1) of the thick steel plates, then load a Friction Plate, then a Thin steel Plate, alternate between thin steel and friction ending with a friction, then load the last thick steel backing plate. Install the new push rod, HCA-100 Rod end "Leave the retaining ring off" Install pressure plate assembly simply pump up the clutch lever, Verify all work is complete and everything is tight, And that the push rod assembly does collapse inward by pushing towards the right side of the bike, Once this is verified install retaining ring onto the HCA-100, Test ride bike, make any adjustments as needed.



IMPORTANT* APPLY A GOOD AMOUNT OF RED THREAD LOCKER TO THE FIRST 3/4" OF SPLINES OF THE TRANSMISSION MAINSHAFT AND SPLINES OF THE CLUTCH HUB DURING FINAL INSTALL. LET RED THREAD LOCKER CURE FOR A FULL 24 HOURS BEFORE STARTING BIKE

REVISED 2/16/2021