



WHAT'S BEHIND THE BLUE CURTAIN?

REKLUSE Z START PRO CLUTCH TEST

Have you ever ridden a KLX110 or a PW-50? You may have to think back a few years. They are really easy to ride, beginner level bikes. Besides the fact that you can step off of them at any point, one of the things that makes them so easy to ride is that they don't require you to use the clutch lever to engage the motor. So why is it when you move up to a "big bike" you have to start using a clutch, it doesn't make things any easier on the rider or the clutch parts. Often it contributes to arm pump. Wouldn't it be nice to go back to the days of no clutch lever? Just snick the shifter and twist the throttle, sounds too good to be true, right? Even better than the no lever approach, the Rekluse Z Start Pro Clutch also lets you disengage the motor with your clutch lever just like you would without the auto clutch installed, so if you want to ride slipping the clutch, you can.

If you ride MX you probably don't know too many people who are using one. If you ride Cross Country just about everywhere you look you see them since nearly all the guys riding GNCC use them. Many riders competing on the Endurocross series use them. While interviewing the GNCC guys from Team South Africa we had the chance to ride Vance Earls' KX450 with a Rekluse Clutch installed. It felt really strange at first but after a few minutes of riding we began to see the merit behind the idea. So we installed the Rekluse Z start Pro auto clutch on our RMZ-450.

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Installation is pretty straight forward there are some specialty tools required – a clutch basket holding tool and an impact wrench we're assuming you have a torque wrench. In order to complete the installation you have to remove the stock center clutch and replace it with the Rekluse part. Stock friction plates are used, the drive plates are replaced by Rekluse steel units. Basically the entire center of the clutch is replaced with Rekluse parts.

The most important thing to go into the spare parts bin is the stiff stock springs. Say goodbye to your stiff clutch lever. A standard clutch operates by springs constantly squeezing the friction plates keeping the transmission engaged with the motor. When you squeeze the clutch lever you compress these springs thereby disengaging the clutch from the motor. With the Rekluse clutch you have something of the opposite, the transmission is disengaged from the motor until the engine is revved to a specific RPM.

When this target RPM is reached the centrifugal force causes bearings in the Rekluse clutch to roll up a ramp, engaging the friction plates and the motor. This all happens seamlessly with the Rekluse Clutch. And because it is engaged by solid metal balls instead of springs there is very little slippage. This engagement RPM is varied by the use of optional springs in the kit and the number of bearings placed in the slots around the pressure plate.

The way the Rekluse clutch engages gives you the ability to start getting on the gas much earlier in corners because you're not fanning the clutch and spinning the rear wheel. You do have to be more careful about gear selection since slipping the clutch isn't the correct approach with the Rekluse unit.

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Steel bearings, the heart of the Rekluse Clutch.



Out with the old, in with the new.
These two wave springs replace
10 super stiff coil springs.


Engagement in the pits or from a dead stop is not as smooth as using a traditional clutch lever system but once you get going you cannot feel the difference between the two, except no hand fatigue from all the clutching in corners. Since we are not slipping the clutch everywhere we are thinking we will be replacing the clutch plates less often as a result. Sounds like some saved money to us. The setting we started with is "**Medium, Hard**", which we feel is perfect for MX by the way, doesn't allow for much "slip".

Several other settings are possible by varying the springs and bearing combinations enabling you to tune the engagement to suit your riding style and the power band of your bike. The kit comes with a tuning chart that makes fine tuning a cinch. While the Rekluse clutch is not cheap, it is one of the best performance enhancements we have ever tested.

Some key points for the Z Pro model from Rekluse

- Manual override capability
- 100% disengagement at high rpm's
- "Stock-like" clutch lever feel at higher rpms

Retails: \$629.00

5 Wrenches 

On the web at www.rekluse.com