



## Gen II Multistage Clutch Installation for V-Rod

MTC Engineering's Gen II multistage is designed to provide you with improved reaction times and better E.T.'s. This new generation of multistage clutch runs on motor RPM instead of input shaft RPM. The unit operates wet and is totally enclosed in the stock clutch cavity with the addition of a specially designed cover plate. All MTC Gen II multistage clutches and components are covered under U.S. Patents.

There are several things that need mentioning before you use this Gen II Multistage clutch so you will not make any mistakes.

1. This clutch operate on engine RPM. Make sure you have set up the dynamic springs so that the engine RPM's do not try to pull the clutch lever out of your hand at the line.
2. Always make sure you put the spacer in the bottom of the basket or you will instantly break fibers and the clutch will not lock up.
3. Make sure the air gap between the hat and pressure plate buttons is between 0.100'-0.120'' so that the arms will engage correctly and apply repeatable pressure.
4. At high engine RPM's there is a lot of force on the pressure plate. Do not try to pull in the clutch until the engine RPM's have dropped.
5. Make sure that you can reach an ignition kill switch without removing your hands from the controls.
6. Make sure you remove the static spring compression bolts before operating the clutch.

### 1. INSTALLATION OF GEN II CLUTCH IN A V-ROD

- A. When installing a HD V-Rod Gen II multistage basket, it will require you to check the clearance of the cases to prevent the O.D. of the basket from touching the inside of the clutch cavity, a minimum of 1/32" required.
- B. Installing the clutch basket to the transmission shaft and installing the clutch cover is the same as with the stock engine.
- C. Once the basket is in place, replace the hardened steel spacer that goes between the face of the clutch basket and the inner hub with the three piece needle bearing spacer supplied with your unit. Install the Gen II billet inner hub in place of the stock hub. Tighten the locking nut to the factory specification. Check to make sure you have the correct end play on your basket after tightening. If you don't have .003 to .006" end play clearance, the inner hub will not rotate when the nut on the input shaft is tight. If the basket has too much end play, it could cause damage to the clutch or engine.
- D. Use the provided puller with the bearing and the thrust washer to move the pressure plate. Make sure the thrust washer is next to the pressure plate and install the circlip to hold the puller onto the pressure plate.
- E. Install the friction and metal plates the same way as with the stock procedure, start with a fiber, then steel, then fiber, then steel, continue until you end with a fiber. The V-Rod Gen II clutch has

- (8) steels (7 thin steels-.079", 1 thick steel-.091") and (9) fiber (thin fibers-.0119") plates. The total clutch pack should be approximately 1.717".
- F. Insert the pressure plate on top of the last fiber. The height from the top of the tang, on the pressure plate to the top of the basket should be approximately 0.110" (See Fig. 1). This will give you an air gap below your arms to the buttons of 0.110".
  - G. Place the hat assembly on the basket and tighten the twelve (12) allen head cap screws to secure it.
  - H. The air gap between the arms and the pressure plate buttons can be measured using the thin bottom section of a caliper. Stick the caliper rod into the slot opening just behind the arm (See Fig. 2) until it hits the top of the button on the pressure plate. Take a height reading to the top of the Gen II hat, this reading should be between 0.490"-0.510". This gives an air gap of 0.100"-0.120". It is better to start with an air gap of 0.100" to compensate for clutch wear. This technique can be used to maintain the air gap, after repeated runs, without removing any part of the clutch.
  - I. **Remove the six bolts which were holding the static springs in compression.** Failure to remove these bolts will result in a nonfunctioning clutch. Keep these bolts to use when you disassemble the clutch.
  - J. If you are using an aftermarket billet cover or a modified stock cover, make sure it clears the arms on the clutch when you install the cover.
  - K. Before starting the engine, turn the engine over by hand to make sure that the basket is not binding and the hat is not hitting the cover.

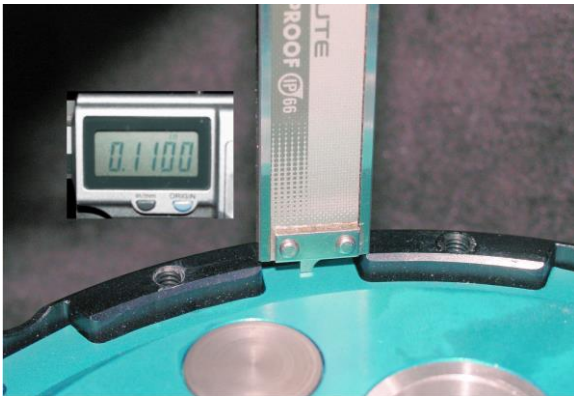


Fig. 1

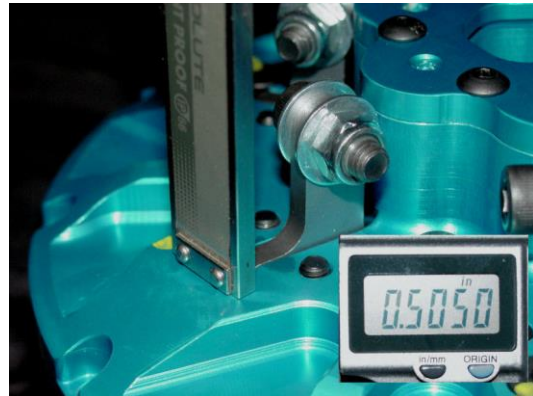


Fig. 2



## MULTI-STAGE USER GUIDE

- 1) If you want to get aggressive with the clutch lever, you will need to soften up your static pressure. The biggest cause of burnt plates is riding the lever too far. Use the shims in your lockup kit to increase static spring pressure. Shims should be placed between the bottom of the spring and the spring compressor.
- 2) The static spring pressure controls the first 10-15 feet your bike moves. If you are having problems on the launch, try changing your static spring pressure. Example, if you spin the tire instantly or wheelie, take static out. If it seems lazy, add static.
- 3) The small springs included with your lockup are to adjust when the arms apply. The lower the number, the softer the spring, the sooner the arms will apply. The higher the numbers, the stiffer the springs, the later (further down track) the arms will apply. These springs will lose some length after being installed over time. Always replace all the same number springs when replacing springs.
- 4) We recommend that you keep equal weight on all the arms. If you add or remove weight, do it to all of the arms.
- 5) To run a lockup, you will need to run either an air shifter or electric shifter.
- 6) Should you require any additional support, please feel free to call us or email us at [ClutchSupport@mtceng.com](mailto:ClutchSupport@mtceng.com).

Spring Number	Free Length (inches) (+/- 0.015")
3	.935
5	.990
7	1.040
9	1.083
11	1.134
13	1.192
15	1.224
18	1.321
21	1.385
23*	1.395
25*	1.425
27*	1.480

\* Larger wire diameter

Revised 8/8/2023