

REICHARD'S PERFORMANCE CENTER

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#4525 1983-87 V-MAX COMET CLUTCH KIT
For 3,000-6,000 Feet elevation

1. Remove the primary clutch then remove the six bolts from the outer cap. Remove the original spring and weights.
2. Inspect the primary clutch weights, pins, rollers, and bushings for wear. Clean and replace any worn parts. Remove any shine from the clutch sheaves with a medium grade sandpaper then thoroughly clean the belt surfaces with lacquer thinner. Lube all moving parts with Comet Lube except the moveable sheave bushing and cap bushing.
3. Reassemble the primary clutch installing the new supplied primary spring and weights. CAUTION: Do NOT over tighten weight bolts!! This will cause the clutch to bind. Each weight bolt nut should be just snugged up against the post.
4. Remove the secondary clutch and disassemble by removing the snap ring from behind the helix cam.
5. Clean and check all parts for wear, especially the nylon slider buttons. If they show any wear replace them. Remove any shine from the clutch sheaves with a medium grade sandpaper then thoroughly clean the belt surfaces with lacquer thinner.
6. The stationary sheave has two brass bushings pressed in. You should repack with low temp grease between these two bushings.
7. Adjust the belt shims in the center of the clutch so that the belt is flush with the top of the sheaves.
8. Set the spring position to C2 and prewind to 40 degrees.

Note: Proper shift RPM range is 8300-8500 with the RPC trail porting. The secondary clutch can be adjusted tighter or looser as necessary to achieve this RPM. The higher the degrees prewind the higher the RPM the sled will run at. This clutch kit has been tuned with a factory Yamaha belt. Any other brand will probably cause a performance loss.

20 degrees = A1
30 degrees = B1
40 degrees = C2 Standard setting
50 degrees = A2
60 degrees = B2