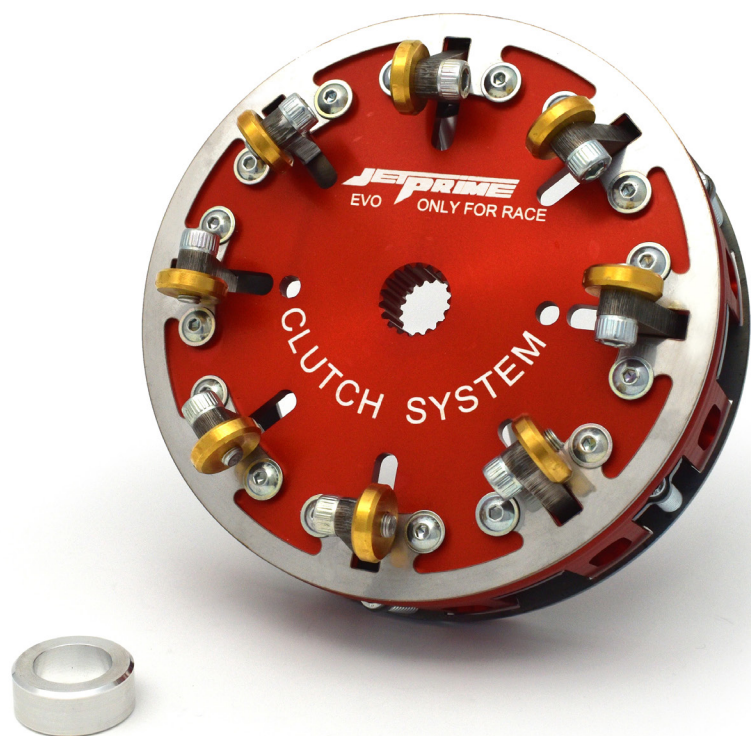




INSTALLATION MANUAL

KF 002 - RACING SUPERLIGHT CLUTCH KIT

YAMAHA T-MAX 500/530 2001/2019



WARNING: All Jetprime products are meant for racing use only and should be installed by an expert and skilled mechanic in order to not jeopardize any component or the motorbike operation. Jetprime is not responsible for any issue or damage done by an incorrect assembly, installation or any improper use of its products.

All pictures shown are for illustration purpose only. Actual product may slightly vary due to its enhancement or different colour of the material used for its assembly. The motorcycle shown may be slightly different due to a different color, version or configuration, with also other Jetprime components assembled on it.

Product components list

- Aluminum clutch bell
- Aluminum spacer (thickness 12mm, Ø 29.5)
- Lower disk (for screws and springs)
- Upper disk
- Sieger
- Springs and screws (6 pcs)
- 2 mixed discs (cork / smooth)*
- 4 steel discs*
- 5 cork discs*



(*) original t-max components

Motorbike Preparation

Remove the crankcase and the clutch cover following the original motorbike instruction manual.



1) Hub preparation

Remove water and oil from the engine and remove the left crankcase. Unscrew the central retaining nut and remove the original clutch unit. Remove the central hub with the gear from the original clutch unit, then unscrew the central sealing nut with the appropriate wrench and extract the hub from the gear.



WARNING - FOR T-MAX 530/560 ONLY, NOT FOR T-MAX 500

Removed the hub, you need to machine its side (the hollow one) and lowering it of 0,5 mm (see picture below).



Once the part has been machined, rotate the hub of 180° and couple it with the gear again, then tighten the nut with a torque of 90 Nm.

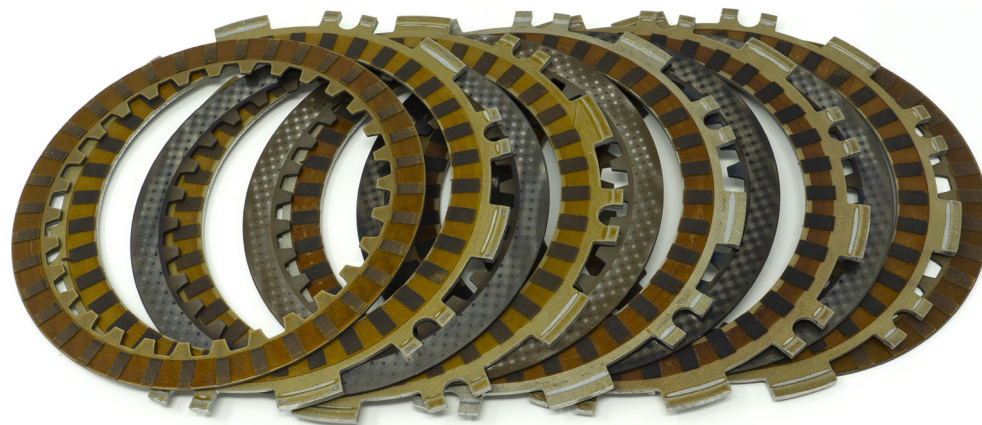
2) Clutch plates sequence

The disc pack consists of 2 mixed discs (cork inserts on one side and smooth on the other), 5 friction discs and 4 smooth steel discs.

As shown in the picture below, the disk assembly sequence is as follows:

Mixed|Friction|Smooth|Friction|Smooth|Friction|Smooth|Friction|Smooth|Friction|Mixed

taking care to start from our spring holder disc, against which the friction side (with cork inserts) of the first mixed disc must be positioned.



Please note: the gauge measurement of the correctly coupled disc pack is approximately 24,5 mm.



3) Discs coupling

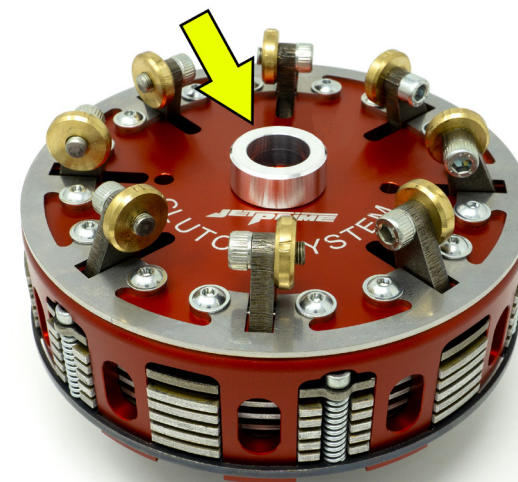
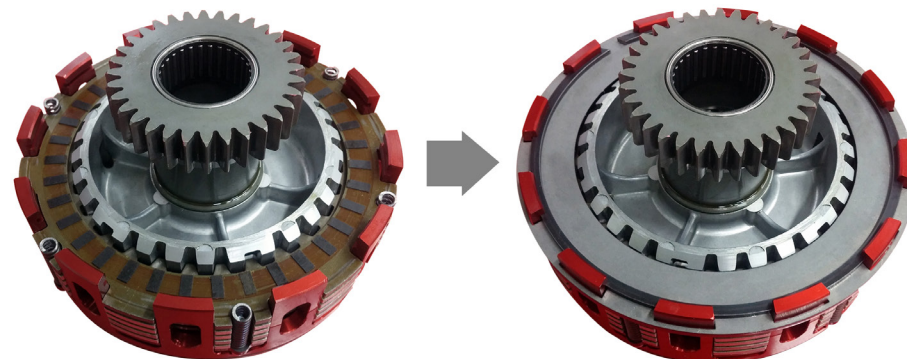
For easier assembly, we recommend to prepare the disc pack by mounting them directly on the hub (but you can also do it in reverse, inside the aluminum bell).



Before coupling the outer bell, remember to put the spacer that was inside the original clutch (part not supplied by Jetprime) in the same position, between its internal side and the hub's retaining bolt.

4) Clutch unit closure

Insert the springs in the appropriate screws as well as close the clutch unit with the upper locking disc and the seiger.



Assemble the complete clutch unit on the engine again, placing our aluminum spacer on the clutch pivot, outside the bell, before tighten the retaining nut with 65 Nm (following Yamaha manual) and lock the new clutch unit. Fill the water and oil engine tanks again.

WARNING:

The clutch needs a little running-in, so we recommend doing about 10/15 km without forcing too much when starting to avoid overheat the discs too much.



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