Clutch tips

- Use Hinson clutch plates in your clutch for the best performance.
- Soak your clutch plates before you install them.
- We recommend using a petroleum based oil
- Change the oil after each time you ride.

For Other parts available for this model visit Hinsonracing.com

Warranty information

All merchandise manufactured by Hinson Clutch Components is guaranteed against defects in material and workmanship for a period of six months from the original date of purchase. Use of Kevlar and carbon fiber clutch plates will cause excessive wear and will void your warranty. Hinson Clutch Components will not warranty any product that has been modified, or where the product became defective due to improper installation, improper use, or any other misuse of the product. Hinson Clutch Components shall not be liable for any other damages caused by any defects in the product, whether incidental, consequential or otherwise. You must return the warranty card to validate your warranty. If your product is defective we will, at our discretion, repair or replace the product after it is returned to Hinson Clutch Components for a warranty inspection. Any request for warranty assistance will require your original receipt or acceptable proof of purchase. Hinson Clutch Components liability is limited to the cost of repair or replacement of the product. All warranty items will be viewed and acted upon at the discretion of Hinson Clutch Components.

Important! Warranty registration

Products must be registered in order to be eligible for warranty. Please log onto www.hinsonracing.com to activate your warranty registration. You will need to make note of your serial number, the small 8 digit number 180 degrees from Hinson Clutch Components on your part, as you cannot register your product without it.

THANK YOU FOR BUYING HINSON CLUTCH COMPONENTS PRODUCT

HINSON
CLUTCH COMPONENTS
Racing

Complete Billetproof Conventional Clutch Kit
Triumph TF-250X/TF250-E

Thank you for purchasing Hinson Clutch Components. Please enjoy the high level of factory performance we have included in this package. Looking through these instructions will ensure your machine is on the way to its highest level of performance.

HC105-2401



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1. Remove basket & internals

- Drain the engine oil
- Remove the clutch cover
- Remove the spring, retainer, and bolts with the buckets
- Remove the pressure plate and top hat
- Use a punch to unlock the lock tab on the nut and remove the inner hub also remove the clutch pack
- Remove the thrust washer and basket from the bike
- Only the primary gear, top hat, and thrust washer will be reused

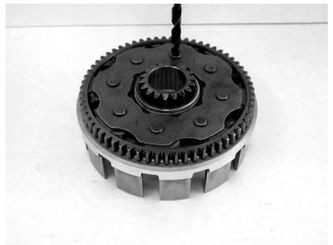


Figure 1

2. Remove primary drive gear

- Center punch the heads of the rivets on the back-side of the basket and drill the head of the rivet off so the retainer plate can come off (Figure 1)
- Or you can grind the heads of the rivets off of the back of the basket to remove the retainer plate (Figure 2)
- Remove the primary drive gear assembly and the stock cushions (Figure 3)
- You will use the gear on your new Hinson basket
- The stock basket, stock retainer plate, and damp-eners will not be reused

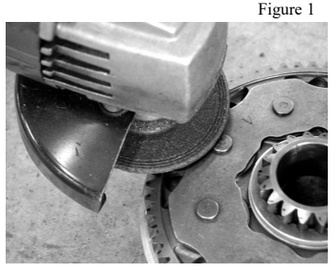


Figure 2



Figure 3

3. Install primary drive gear

- Install the stock primary drive gear and the new Hinson cushions onto your new Hinson Basket (Figure 4), you are able to use a lubricant such as WD-40 to get the gear to slide on easier

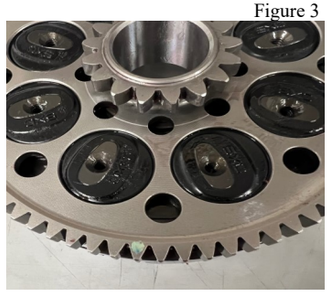


Figure 4

4. Install retainer plate

- Clean the threads in the holes of the basket and the threads on the screws with contact cleaner or another suitable cleaner.
- Apply Red Loctite* generously to the cleaned screws and to the threads on the basket (Figure 5)
- Install the new retainer plate with the new 10X24-5/8” screws and tighten them to 40in/lbs (Figure 7)



Figure 5

4. Install retainer plate

- Using a hammer and punch, peen the screws where they come through the inside of the basket (Figure 8)

5. Re-install basket into bike

- Re-install the basket being sure that it seats all the way down meshing with both the crank gear and the oil pump gear (Do not Force the basket in or damage will occur if it is not seated and meshed in all the way)
- Install your thrust washer sharp edge out towards you (figure 6) and new Hinson inner hub, lock washer (putting it in the one location the ribs of the hub are cut narrower), and nut tightening the main shaft nut 50ft/lbs or 67nm, then bend **both** lock tab washers over the nut (Figure 9).
- Be sure to check the inner hub once torqued for a free spinning feel
- Install the top hat
- Install your new Hinson fibers and steels being sure to have soaked the fibers prior to installing
- Install the new Hinson pressure plate being sure to align the timing dots of the pressure plate and the inner hub
- Install the 6 provided Hinson coil springs and 6 spring bolts with washers being sure to keep pressure on the pressure plate initially as the slave cylinder can push up the pressure plate if no pressure is applied
- Torque these bolts to 84in/lbs
- Inspect the O-ring in the primary cover and then install the new Hinson cover
- Refill with engine oil
- **Note Hinson Clutch steel plates and springs must be used with this clutch when replacing the clutch pack in the future. We recommend our full clutch pack replacement kit FSC641-2101**



Figure 6

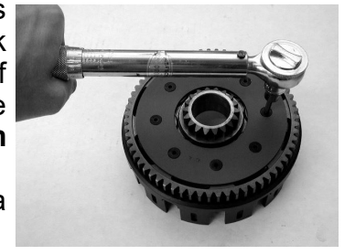


Figure 7



Figure 8

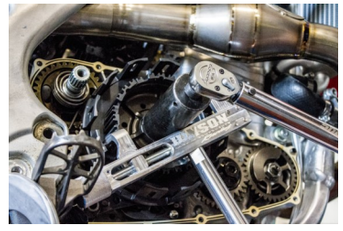


Figure 9

LOCTITE * It is crucial that you use RED Loctite #272. To insure proper bonding of the surfaces you need to clean the threads thoroughly with a contact cleaner, acetone, or another cleaning/ degreasing solution. To make the bond even stronger you should use a Loctite primer. It is important that you use fresh Loctite since it has a shelf life. To ensure a permanent hold you need to put Loctite into the hole and also onto the screw. Keep in mind that you cannot use too much, you want complete coverage with the Loctite.