



## ALTO CARBONITE® CLUTCH KIT

**BIG TWIN 90-97 & XLS 91+**

**BUELL & XL 2005+**

**ALTO PART# 095750BC and 095750CC**

### INSTALLATION INSTRUCTIONS

The friction material should face the back of the drum. Start with an externally splined friction plate with the lining facing down and the steel side facing up followed by an internally splined friction plate with the lining facing down and the steel side up. Continue this process making sure each time a plate is installed that you only see the steel side. The last plate to be installed will be the double-sided friction plate. Reinstall the pressure plate and spring. Lubricant: Automatic Transmission Fluid can be used with bikes that use separate oils for the engine, clutch and gearbox. Use JASO-MA and JASO-MA2 approved oils for single unit engines where the wet clutch, gearbox, and engine used the same oil.

***Once installation is finished ride the motorcycle two or three times to make your final adjustments. If the Stack Up extends above the basket, remove internally splined plate and one externally splined plate.***

**BIG TWIN 98-On**

**ALTO PART # 095750NC**

### INSTALLATION INSTRUCTIONS

The stack-up for this kit is the same as the OEM stack-up except you will add an extra friction and steel plate. Start by installing the narrow cross section friction plate into the basket (jutter plate). Next install the spring seat, and the dish spring with the outside diameter facing up, then install a steel plate. Alternate the installation of the remaining friction and steel plates ending with a friction plate. (**Note\* There are two different thickness steels in this kit, .056" & .063", where these are placed in the stack-up is not critical**). The last friction plate should be even with the top of the basket. Reinstall the pressure plate, spring, and spring plate. Lubricant: Automatic Transmission Fluid can be used with bikes that use separate oils for the engine, clutch and gearbox. Use JASO-MA and JASO-MA2 approved oils for single unit engines where the wet clutch, gearbox, and engine used the same oil.

***Once installation is finished ride the motorcycle two or three times to make your final adjustments.***

*For Optimal performance from your Alto 095750NC Kit, we recommend using a stronger return spring, this will prevent any slippage.  
Please request Alto 095767HD from your distributor.*

**IMPORTANT!! Always presoak the friction plates in the fluid they will operate in.**



## ALTO CARBONITE® CLUTCH KIT

**BIG TWIN 41-83**

**ALTO PART # 095750DC and 095750DCX**

### INSTALLATION INSTRUCTIONS

The stack-up for this kit is the same as the OEM 5 friction stack-up except you will add an extra friction and steel plate (**6 frictions, 5 steels**). Start by installing a friction into the back of the of basket, next install a steel plate. Continue alternate installation of frictions and steels ending with a friction. Reinstall the pressure plate that contains coil springs. ***If you have the 095750DCX kit that contains the Anti-Rattle steel plates, the spring and ball assembly face towards the front of the bike.*** Early 41-67 models may have an OEM 4 friction stack-up, in this scenario you will remove 1 friction and 1 steel (**5 frictions, 4 steels**). Lubricant: Automatic Transmission Fluid can be used with bikes that use separate oils for the engine, clutch and gearbox. Use JASO-MA and JASO-MA2 approved oils for single unit engines where the wet clutch, gearbox, and engine used the same oil.

**BIG TWIN 84-89**

**ALTO PART # 095750EC**

### INSTALLATION INSTRUCTIONS

This kit contains extra parts because there are two (2) different pressure plate designs. On most models the pressure plate has no splines. On these models the friction material should face the back of the drum. Start with a KOLENE® Steel followed by an externally splined friction alternately install internally splined and externally spline friction plates ending with an internally splined friction. Reinstall the pressure plate and spring. There are three different positions to install the pressure plate. After installation make sure and measure spring taper. Lubricant: Automatic Transmission Fluid can be used with bikes that use separate oils for the engine, clutch and gearbox. Use JASO-MA and JASO-MA2 approved oils for single unit engines where the wet clutch, gearbox, and engine used the same oil.

On models with a splined pressure plate, start the stack up with an externally splined plate with the friction lining facing down, then alternately install three (3) each of the internally splined and externally splined plates with friction lining facing down. The top plate at this point is an externally splined plate with the steel side up. Next install the double sided internally splined plate. After this install an externally splined plate with the friction lining facing up, then install an internally splined plate with the friction lining facing up. Install the last externally splined plate with the friction lining facing up, reinstall the pressure plate and spring. Measure the spring taper, there should be from .009" to .025" thousandths taper from the center of the spring to the outer edge. ***Once installation is finished ride the motorcycle two or three times to make your final adjustments.***



## ALTO CARBONITE® CLUTCH KIT

### Original ALTO CARBONITE®

Hi-Performance Clutches Unparalleled and Unrivalled Performance

#### DURABILITY AND PERFORMANCE BENEFITS

Alto Carbonite® clutch kits will correct, prevent, and reduce overheating of the clutch pack. There is also an increased friction area for more grab and durability. Each of these kits feature our CARBONITE® friction material and is our strongest clutch in this application.

#### Carbon Carbonite® Based Friction Material:

- Carbon offers superior coefficient of friction
- Carbon provides higher temperature capacity
- Decreases wear while increasing durability

#### Single Side Extra Capacity Clutches Reduce Heat:

- Additional friction elements increase surface area
- Additional steel elements increase conductivity
- Balanced temperature and rapid heat dissipation

#### PowerSteel™ & Kolene® Treated Steel Separator Plates:

- Wear & Fatigue Resistance
- Increased Heat Resistance
- Increased Lubricity for minimizing NVH

#### Alto Carbonite® is the Greatest Clutch Ever Made:

- Lifetime Warranty
- High capacity
- Less heat
- Increased durability

### BIG TWIN 90-97 & XLS 91+

#### ALTO PART # 095750BC --- KIT CONTENTS:

- (10) 095731B185 1-Side Friction, Internally Splined (.073")
- (10) 095730D150 1-Side Friction, Externally Splined (.059")
- (1) 095730A185 Friction Plate, Double Sided (.073")



## ALTO CARBONITE® CLUTCH KIT

### BUELL & XL 2005+

#### ALTO PART # 095750CC --- KIT CONTENTS:

- (8) 095731B185 1-Side Friction, Internally Splined (.073")
- (8) 095730D150 1-Side Friction, Externally Splined (.059")
- (1) 095730A185 Friction Plate, Double Sided (.073")

### BIG TWIN 41-83

#### ALTO PART # 095750DC --- KIT CONTENTS:

- (6) 095760B386 Friction Plates (.152")
- (5) 095761B300PS PowerSteel™ Plates (.118")

#### ALTO PART # 095750DCX --- KIT CONTENTS:

- (6) 095760B386 Friction Plates (.152")
- (6) 095761A290 Anti-Rattler Steel (.114")

### BIG TWIN 84-89

#### ALTO PART # 095750EC --- KIT CONTENTS:

- (6) 095771A157 Friction Plate, Internally Splined (.062")
- (6) 095770B195 Friction Plate, Externally Splined (.077")
- (1) 095771B195 Friction Plate, Double Sided (.077")
- (1) 095771K106 Kolene® Steel Plate (bottom) (.042")

### BIG TWIN 98-On

#### ALTO PART # 095750NC --- KIT CONTENTS:

- (9) 095780B330 Friction Plates (.130")
- (5) 095781-142PS PowerSteel™ Plates (.056")
- (4) 095781PS PowerSteel™ Plates (.063")
- (1) 095782AC387 Friction Plate (.153")

Please note Kolene Steels are being converted over to Alto Performance Steels™

This will be a running change

For more information visit: [www.altousa.com/Performance\\_Steel.pdf](http://www.altousa.com/Performance_Steel.pdf)