

# TAK'S PERFORMANCE PARTS

## VP Clutch Installation Instructions

- VP67T 1999 – later 1450cc
- VP83S 1998 – later 1340cc-1550cc
- VP83T 1999 – later 1690cc
- VP92T 1999 – later over 1690cc

### Variable Pressure Series

Read and become familiar with these installation instructions before starting. The steps are straightforward.

Stand the bike upright using a jack or wedging a piece of wood under the kickstand. This will prevent oil leaking even if the derby cover is removed. Remove the derby cover.

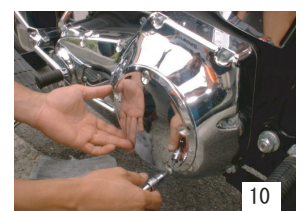
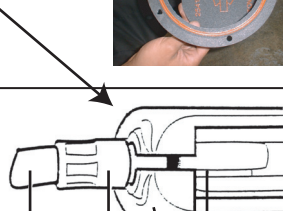
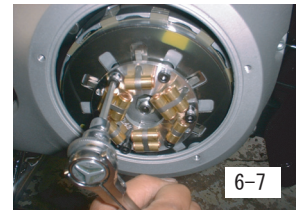
- ① Back off the cable adjuster until the adjuster is fully collapsed.
- ② Adjust the clutch adjuster screw with the stock retainer spring in place. Tighten the screw in until it gently bottoms out then back it out 1/2 to 1 turn. (Adjustment is performed by holding the adjuster wrench lightly as shown in the photograph.)
- ③ Loosen the retainer spring evenly a little at a time using a 10 mm socket wrench. Pull the retainer spring and remove it.
- ④ Bend the 6 base plate tabs slightly outward.

\* Bend tabs to roughly the same angle as the pressure plate. If bent too far there is no cause for concern.

- ⑤ Starting with the widest tab on the base plate insert it inside the diaphragm spring. Ensure that it is seated all the way in.

\* The base plate distributes the pressure of the levers and so prevents damage to the pressure plate.

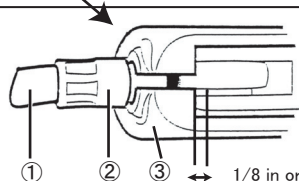
- ⑥ Install the TPP variable pressure clutch. If you install it from one of the bottom levers first then it will go in easily.
- ⑦ Use the provided kit bolts and tighten evenly with a 5 mm Allen wrench. Ensure the diaphragm spring is not out of position and start tightening the bolts. Finally, tighten to a torque of 10.2–12.4 Nm. ( 90–110 in.lbs )
- ⑧ Cut out a standard gasket with scissors as shown in the photograph or purchase a separately available O-ring.
- ⑨ Adjust the clutch cable. Ensure free play of 1/8 in or more at the clutch lever pivot between the clutch holder and lever without pulling the cable.
- ⑩ Tighten derby cover bolts alternately. Finally, tighten to a torque of 9.5–12.2 Nm. ( 84–108 in.lbs ) Depress the clutch lever and if the action is smooth then the installation is complete.



### Important

\* For 2004 and later models (Japan model only) with helical gear transmissions we recommend backing out the adjuster screw at least 3/4 of a turn.

Back out the clutch adjuster screw 1/2 to 1 turn and ensure at least 3 mm of free play in the clutch lever. Neglecting to do this may likely result in a half-clutch state.



- ① clutch cable
- ② ferrule
- ③ clutch lever bracket

1/8 in or more free play is required at the clutch lever pivot between the clutchholder and lever

More free play is acceptable for good clutch disengagement

Note: Undertake a clutch disc inspection and measurement on high-mileage bikes and replace as necessary in accordance with the service manual.

**Installation complete. A nice easy clutch and variable pressure makes riding your Harley a pleasure.**

To all TPP agents

Please refrain from selling TPP clutches as a separate item.

Please understand that any problems arising from installation by a non-designated agent will not be covered by warranty.



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For product updates and information go to  
[www.bluepanther.jp](http://www.bluepanther.jp)  
Installation video is also available.