

# TAK'S PERFORMANCE PARTS

## VP Clutch Installation Instructions

TPP003 1990–1997 Big Twin  
 TPP004 1991–2003 XL883  
 TPP005 1991–2003 XL1200

\* The early XL models 1991–93 require  
 a 1994 or later model primary cover

### Variable Pressure Series

( Note: There are differences between TPP003 and TPP004 so read and become familiar with these installation instructions before starting. )  
 ★ A genuine clutch compression tool is required for both the Big Twin and Sportster models.

Two or more people should stand the bike upright using a jack or other appropriate lift or stand. Back off the cable adjuster until the adjuster is fully collapsed and remove the derby cover. Loosen the clutch adjuster screw lock nut and remove the clutch adjuster screw.

TPP003 Big twin  
 TPP004 , 005 XL models require removal of the primary cover.

- Remove the clutch spring using a genuine clutch compression tool (SST H-D-38515A). The ring at the back of the snap ring is to be discarded.

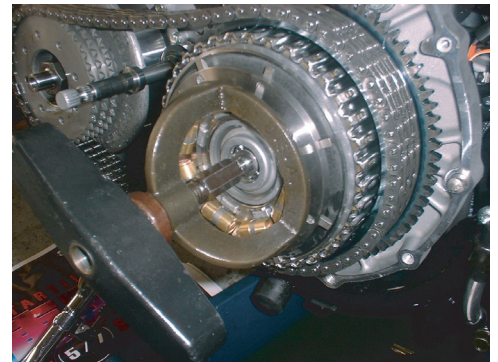
Will not be used for both TPP003 and TPP004.



Discard this

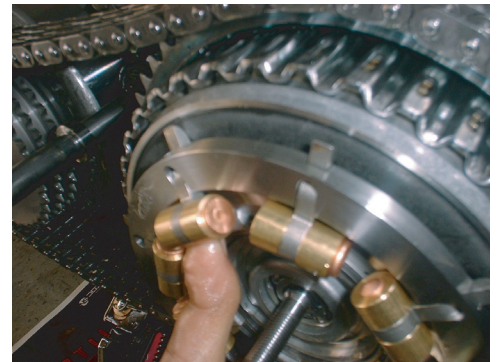
- Insert the snap ring behind the centrifugal weights of the VP clutch main unit.
- And now for the hard bit. The most important part of installing the VP clutch is aligning it with the clutch hub. Install the VP clutch main unit using the adapter and compression tool. Align it with the hub as you slowly compress the spring. When you get used to it this part is straightforward but it's not so easy the first time around. Take a deep breath and align it carefully trying not to get too irritated. Forcing it might damage the hub so please take extra care. Compress the snap ring to install it on the inner clutch hub, making sure it is properly seated. Take sufficient care when installing the snap ring so as not to damage the hub.

\* Get someone to lean the bike to the right to help make the installation a little easier.



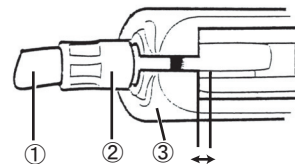
- Bottom out the adjuster screw softly , back it out 1/2 to 1 turn and then tighten the lock nut.

Note: For TPP004 , 005 on XL models back out the adjuster screw a 1/4 turn.



### Important

- Screw the clutch cable adjuster apart until free play at the lever is at least 2 mm. Adjust using the clearance at the clutch pivot between the clutch holder and lever without pulling on the clutch cable. Pulling on the cable will cause it to back out a fair way so be careful. A poor adjustment may result in a half-clutch state. Depress the clutch lever and if the action is smooth then the installation is complete.
- Undertake a clutch disc inspection and measurement on high-mileage bikes and replace as necessary in accordance with the service manual.



3 mm or more free play is required at the clutch lever pivot between the clutchholder and lever.

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

More free play is acceptable for good clutch disengagement

- Apply liquid gasket to the derby cover as necessary and install the derby cover. Two or more people should take the bike down from the jack (or other appropriate lift or stand). Take it for a test ride and check the clutch operation and the derby cover for oil leaks.

TPP003 Touring, FXR , Dyna and Softail  
 TPP004 XL models require removal of the primary cover.

**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.



TAK'S PERFORMANCE PARTS  
 3-1 Jitsucho, Tobe-cho, Iyogun, Ehime. 791-2113  
 H-D Blue Panther T.P.P. Dept. Tel: 089-958-1080

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