

## **20603 Antihopping slipper clutch HONDA NSF250R – mounting instructions**

Congratulation, you bought one of best clutch systems for your Honda Moto 3. This clutch is developed for experienced racing teams and is extremly lightened for improving racing performance.

It is necessary to do this operation in an experienced Honda workshop, or mechanic.

1. Read this instructions with photos before you start. Check if the set includes all parts.
2. Remount the old clutch drum ( according Honda workshop manual ), clean thread on the shaft from old glue with brake cleaner.
3. Put shim ( STD ) between basket and drum, when you remounted it ( pic. A ).
4. Check if the balls and locking rollers are in their correct position ( pic. B )
5. Install clutch hub, be careful not to let the balls or rollers jump out into engine case ( pic.C ), it helps when you install one or two clutch spring with retainers.
6. Put the steel washers ( pic.D ), the spider spring ( pic.E ).
7. Fix main nut ( pic. F ) with torque 54 Nm and seal it with glue Loctite No. 620. ( fig. G ).
8. Remove clutch spring with retainers ( pic. H ).
9. This clutch is designed for Honda standard clutch plates and springs. Standard clutch plates package has on first position friction plate with larger inside diameter and anti-judder ring ( pic. I ). This NEVER install on 1st position. Install next friction as first, then steel plate and after this friction plate with anti-judder rings. Next plates fit as STD ( pic. I ).
10. Put the push rod ( pic. K )
11. Install pressure plate
12. Put STD clutch springs, put spring retainers, fix all with M5 bolts with torque 8 Nm ( pic. L ). Check correct clearance between pressure plate and clutch hub in bore in pressure plate. Correct clearance is 1.0 mm. In case the clearance is smaller as 0,5, replace all friction plates. In this case change all friction plates to new ones.
13. Mount engine cover according to Honda workshop manual.
14. Adjust clutch cable

### **TUNING TIPS**

This clutch set is equipped with three sets of spring retainers for optimizing engine backtorque. By using their combination you reach best function for each track and rider. Basic retainers have same spring preload as standard clutch, in case you use more powerful tuned up engine, it can happen, that the engine starts to spin under power. Use more preload retainers in this case

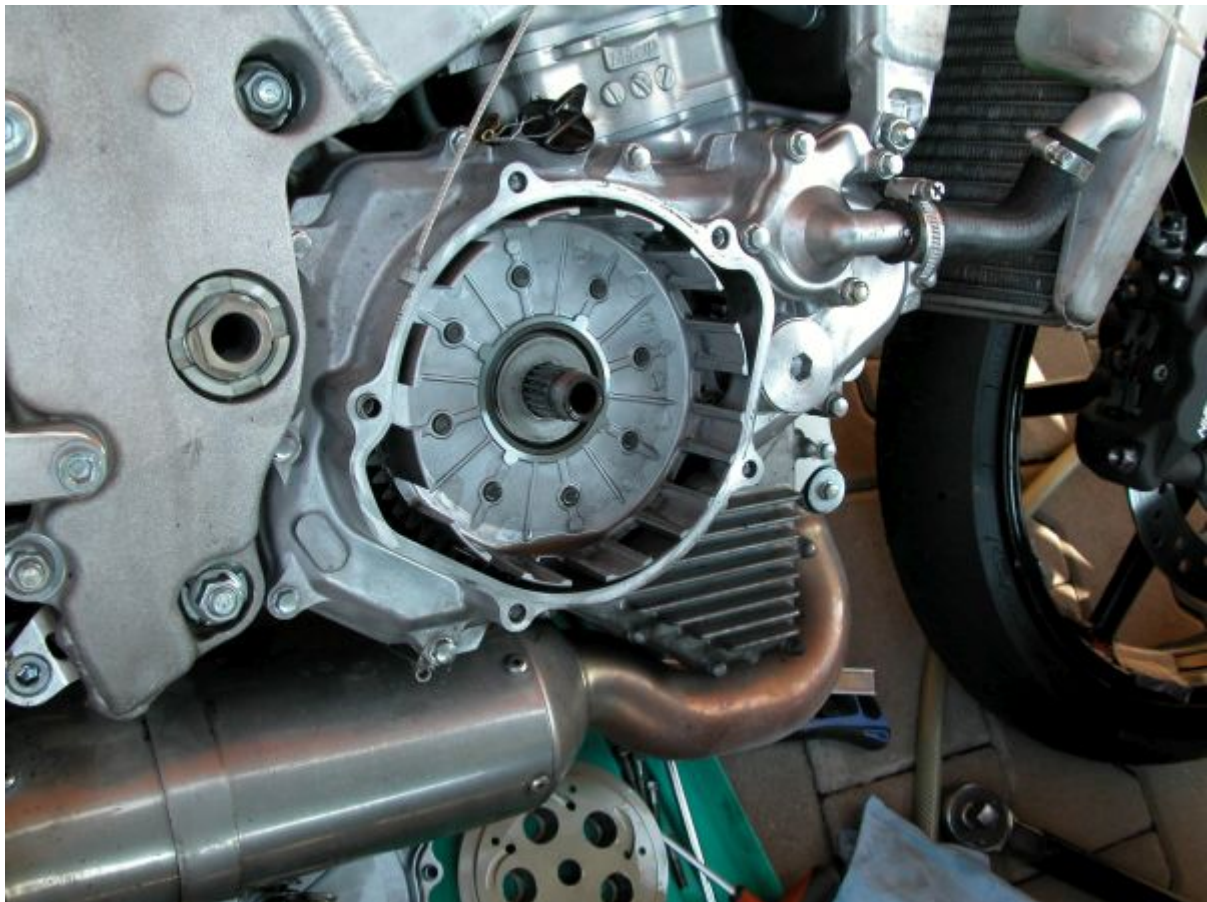
### **LIST OF PARTS**

1 pc.	Two-piece clutch drum
1 pc.	spider spring
5 pcs.	steel ball
5 pcs.	steel roller
1 pc.	pressure plate
5 pcs.	spring retainer basic
5 pcs.	spring retainer +0.5mm more preload
5 pcs.	spring retainer +0.8mm more preload
5 pcs.	bolt M5
1 pc.	main nut
1 pc.	steel washer

## RETAINERS CHART

code	16706	16714	16715	total pressure
colour	red	green	silver	
total heigh mm	7	6.5	6.2	
rate in Newton	191	199	204	
pcs.	5			955
	4	1		963
	3	2		971
	2	3		979
	1	4		987
		5		995
		4	1	1000
		3	2	1005
		2	3	1010
		1	4	1015
			5	1020

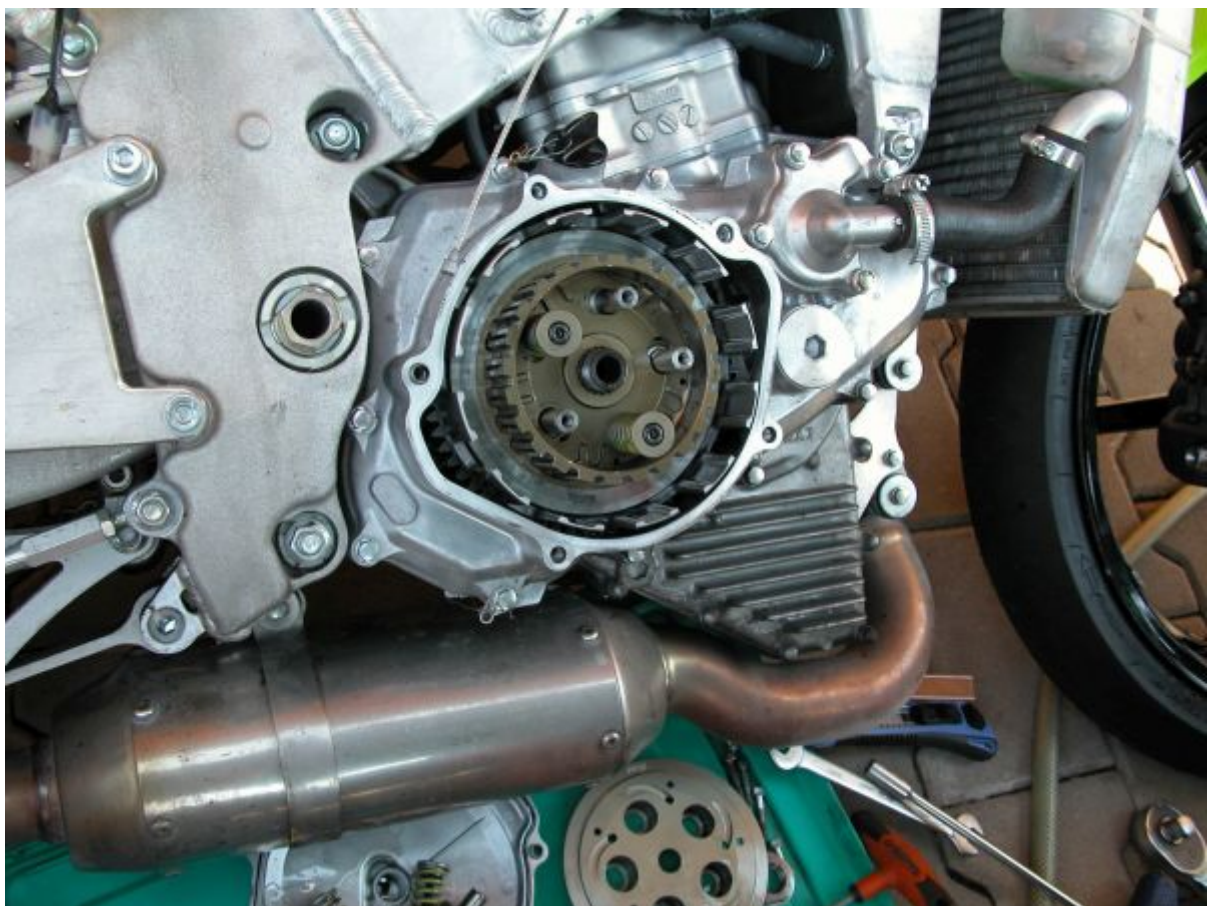
20603 Picture A (pic.a)



20603 Picture B (pic.b)

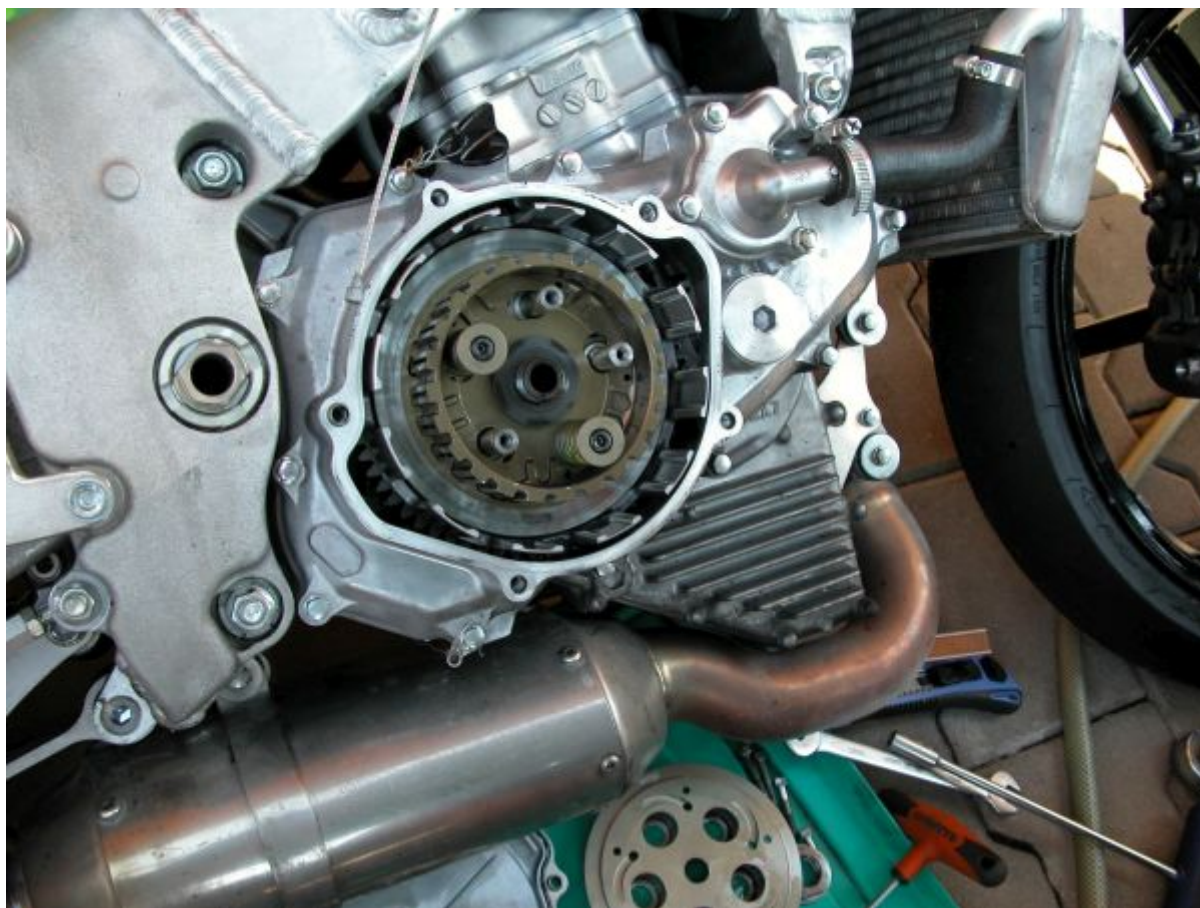


20603 Picture C (pic.c)

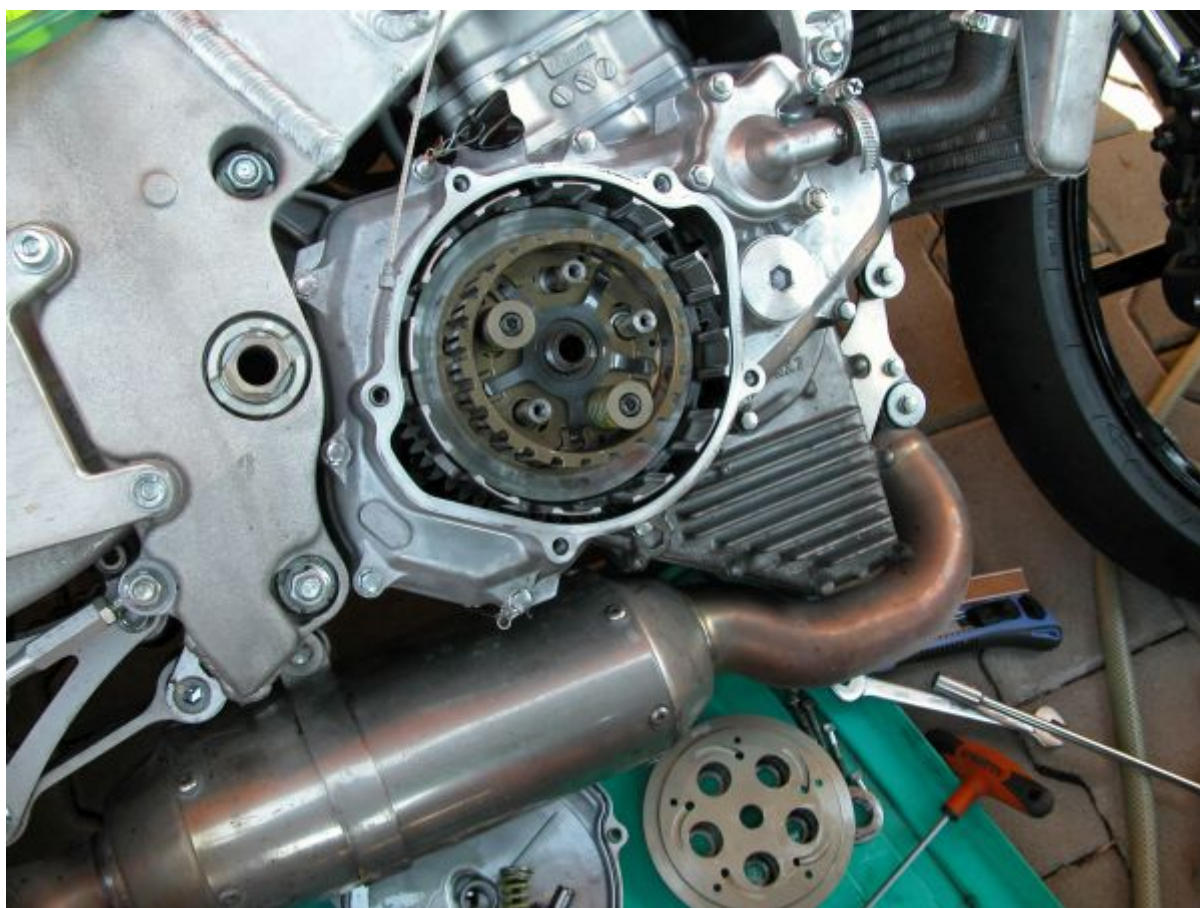




20603 Picture D (pic.d)

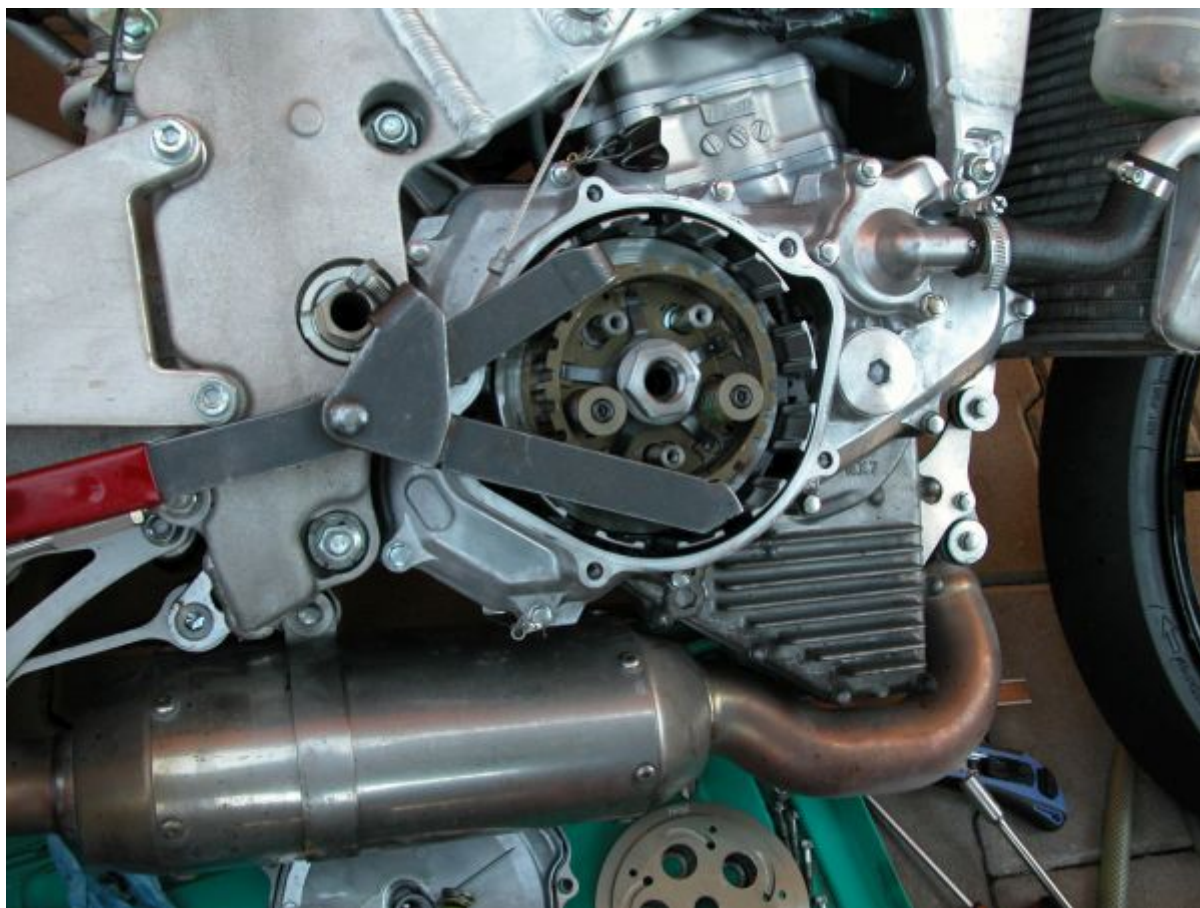


20603 Picture E (pic.e)

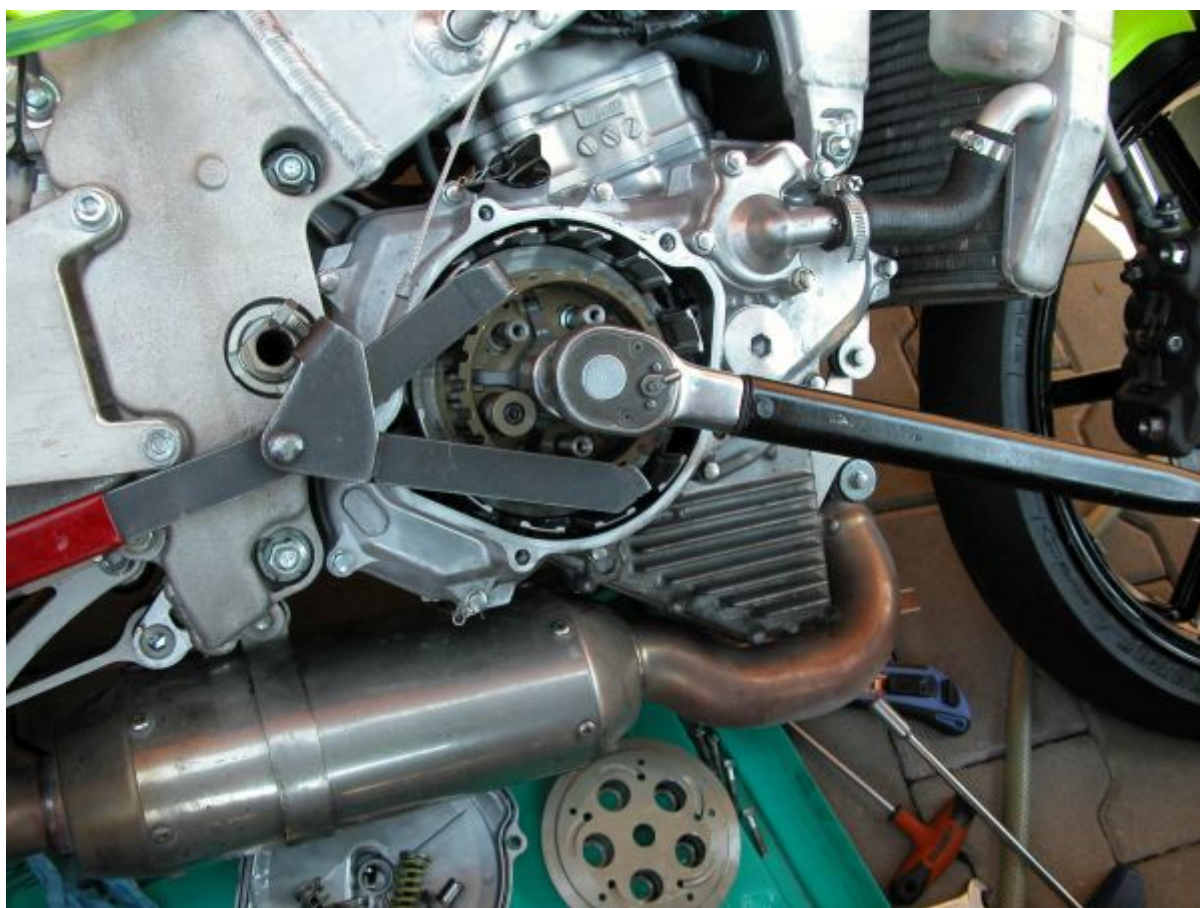




20603 Picture F (pic.f)

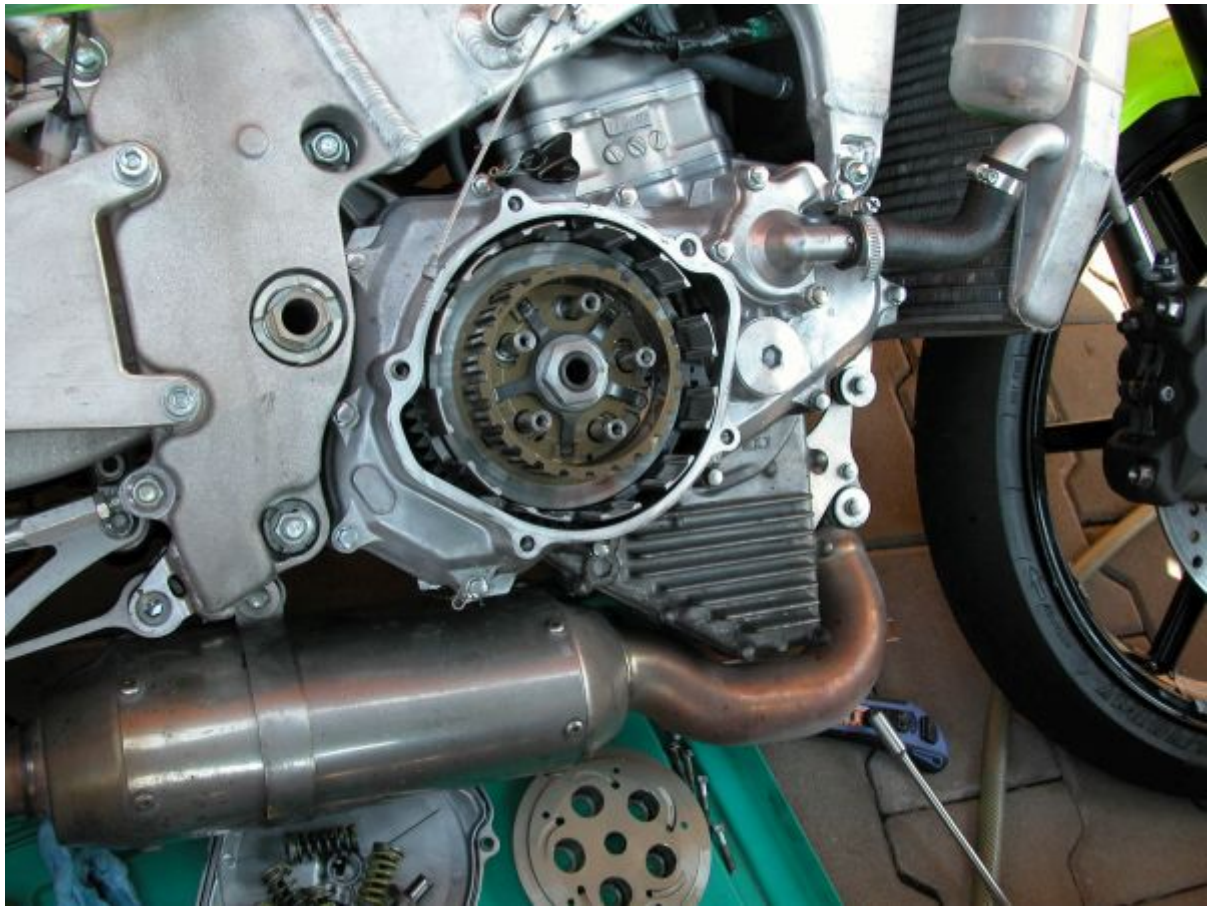


20603 Picture G (pic.g)





20603 Picture H (pic.h)

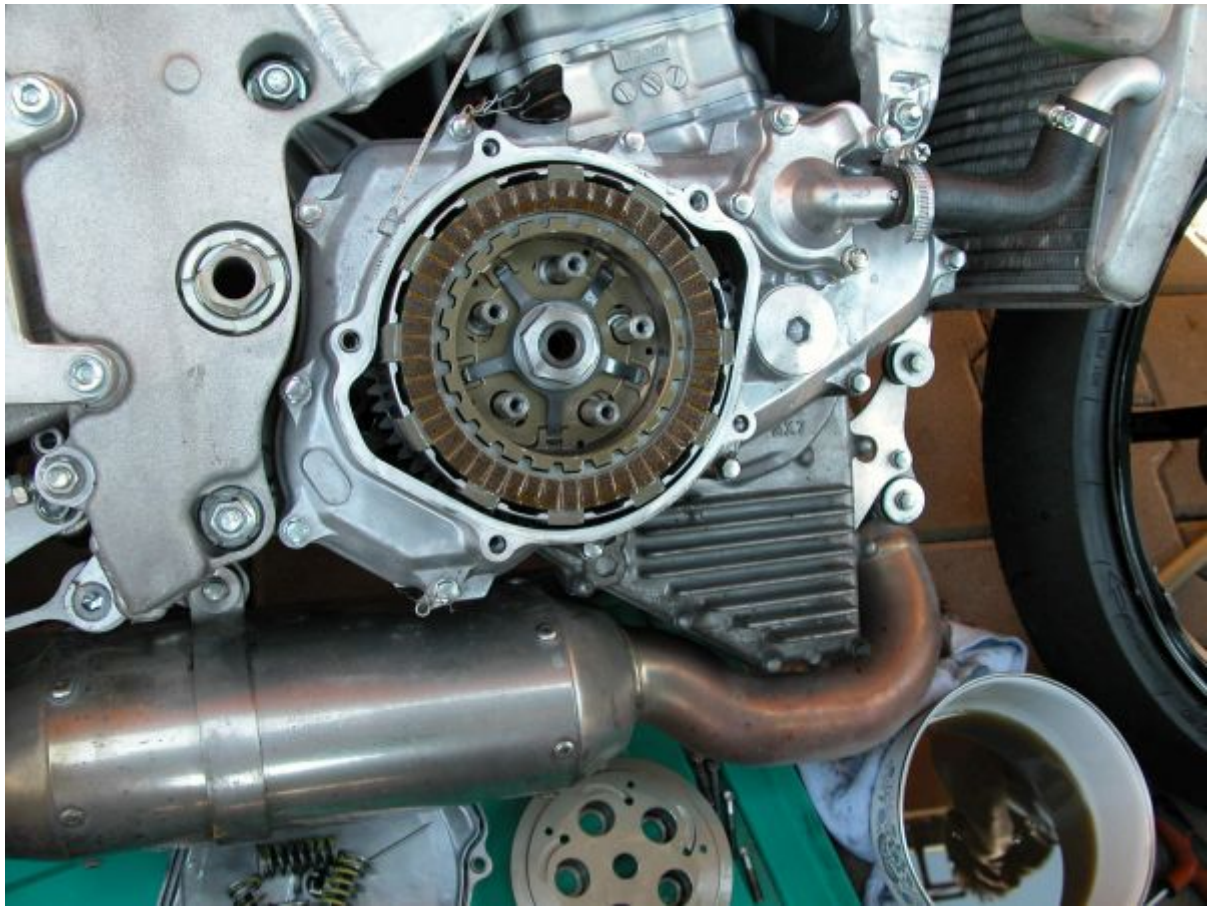


20603 Picture I (pic.i)

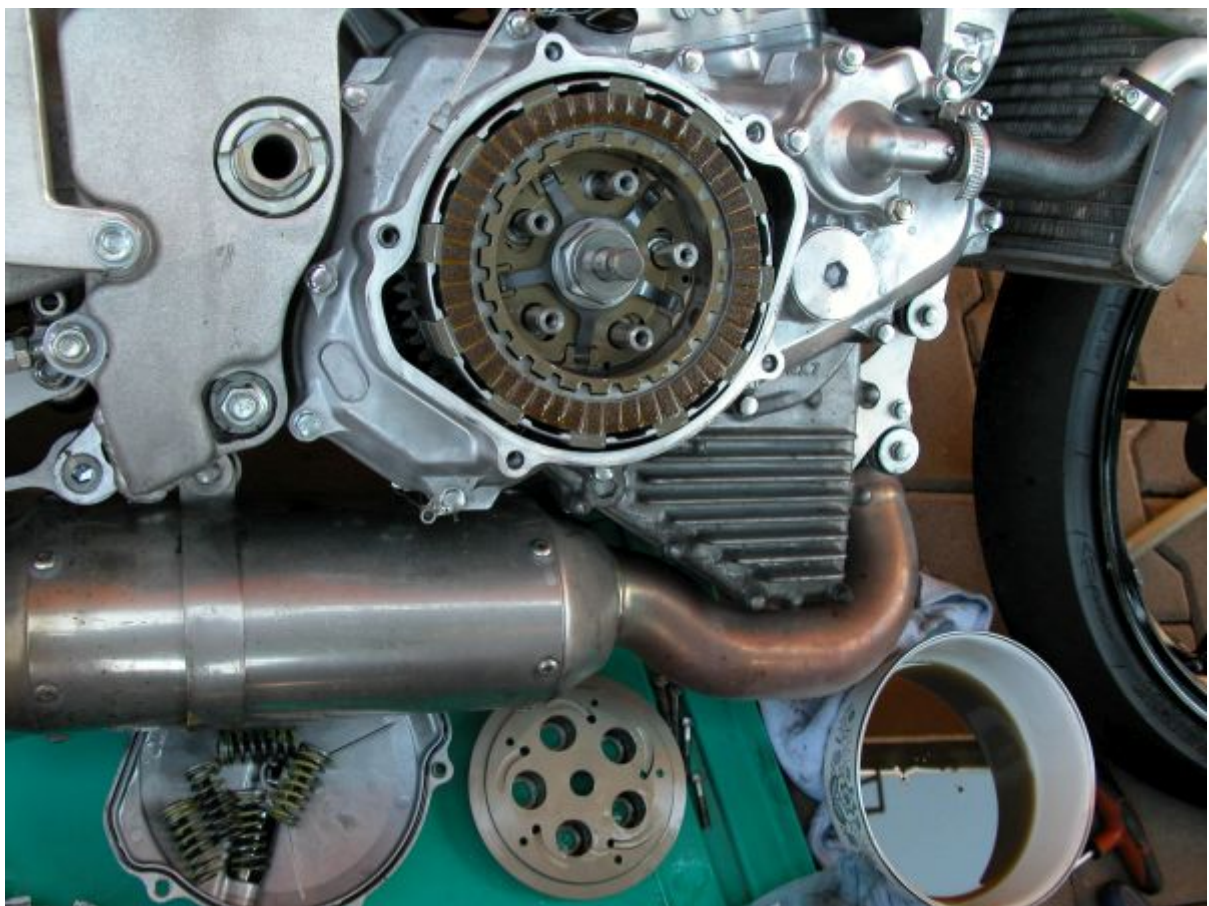




20603 Picture J (pic.j)



20603 Picture K (pic.k)



20603 Picture L (pic.1)

