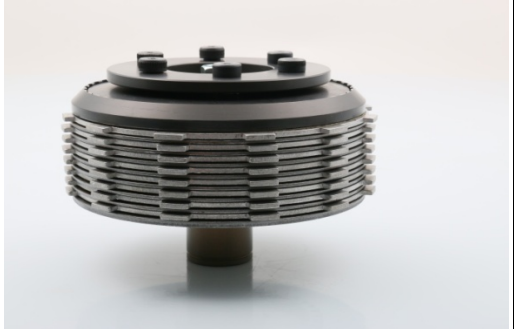


**BELT DRIVES LTD.
NEW CC-130-BB
COMPETITOR CLUTCH KIT
FOR 1998 - 2006 BIG TWIN MOTORCYCLES**

SPECIFICATIONS



CC-130-BB KIT

CC-130 INSTALLED IN OEM BASKET

- Clutch stack height, = 1.760" - 1.775"
Clutch travel, = .062" / + Disengagement
- (1) CC-130-CH, Clutch hub
 - (1) CDCC-137, Retaining Ring
 - (1) CC-130-BP, Thick steel backing plate, = .125" thick,
 - (8) CC-130-CP, Friction plate = .150" thick,
 - (7) CC-130-CS, Thin steel drive plate, = .059" thick,
Last steel plate is .090" below hub deck
Last Friction plate, .064" above hub deck
 - (1) CC-130-PP, Ball Bearing Pressure plate
 - (1) BB-516, (42) 5/16" Steel ball bearings
 - (1) DES-600, Diaphragm, spring for up to 110 ft. torque. Above will require part # HHP-2
 - (1) DSC-600, Diaphragm spring collar
 - (1) ESB-750-6, Shoulder bolts
 - (1) CDAS-500, Adjusting screw
 - (1) JN-100, Jam Nut



CC-130-BB

INSTALLATION INSTRUCTIONS

Read all of the Installation instructions Completely first before you begin work
pre soak all friction clutch plates before installation.

DO NOT USE SYNTHETIC OIL IN PRIMARY, OR TO PRE-SOAK CLUTCH PLATES
We recommend the use of ATF Type "F" for primary fluid

1), After you have removed clutch hub and basket assembly from motorcycle You will need to press the old OEM clutch hub out of the basket and bearing. Support basket so no damage will occur, then remove clutch hub tale shaft retaining ring. and using a press, press out the old clutch hub, See below pictures.



2) Once you have removed the old OEM clutch hub, Press in the new BDL CC-130-CH clutch hub, Place clutch hub on a pedestal and press basket down onto hub, By pressing on clutch hub bearing inner race only. See below.



CC-130-BB INSTRUCTIONS, CONTINUED

Verify old clutch hub bearing is good, see below, Grab the inner "hub" in one hand with the other hand spin the Outer "Basket", If it spins freely and there is no vibration or jumping feeling then bearing should be OK to reuse, If not replace clutch hub bearing. Refer to your Service manual for these steps.



3) Install new "supplied" clutch hub retaining ring into clutch hub tale shaft groove. See below.
Be sure you completely Seat retaining ring into the clutch hub tale shaft groove



CC-130-BB INSTRUCTIONS, CONTINUED

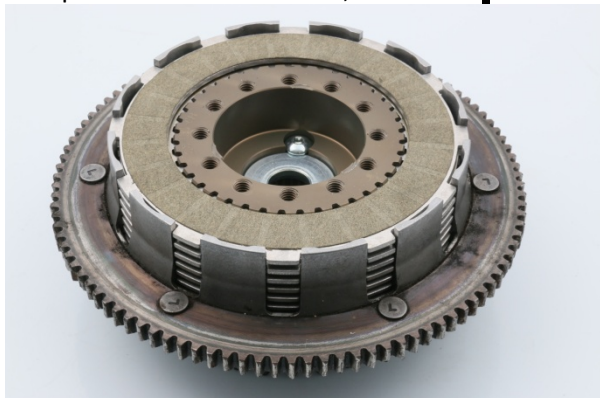
4) Time to install clutch basket and the rest of the primary drive assembly back onto the motorcycle. Refer to your Year and Model Service Manual for the proper installation steps for your bike. **Note*** BDL requires you to apply **Red Loctite** to the splines of the first 1" of the splines on the mainshaft and the internal splines of our clutch hub before installing clutch hub onto mainshaft. Apply **Red Loctite** to the first inch of mainshaft, slide the CC-130-CH clutch hub over the mainshaft, this will apply the **Red Loctite** to the internal splines of the clutch hub, remove hub, and wipe off all excess Red Loctite from the last 1" of mainshaft near primary bearing, reapply **Red Loctite** to first 3/4" of mainshaft and install clutch assembly, **Torque the hub nut to 70 - 80 Ft. LB's.** After final installation, Let Loctite cure for 24 hours before starting motorcycle.

5) after you have installed clutch basket and primary assembly, it is time to stack "Load" your clutch plates into the basket. See Below. Notice the difference in the friction material footprint, The OEM plate is on the top of the BDL CC-130-CP clutch plate. BDL plate has more than twice as much friction material.



6) When loading a clutch, you will usually find that there is a slightly rounded side to all clutch plates, Load all clutch plates so this rounded side is facing outward away from motorcycle.

You will have: (1) .120 Thick steel backing plate that will load first into the basket
Next you will install: (1) .150" thick Pre-soaked friction plate. Then you will alternate between steel drive plates and friction clutch plates until all steel & friction clutch plates have been installed. Do not worry about the last friction plate being above the height of the clutch hub. It will stay and ride on the clutch basket dogs and cannot fall out of place when pressure plate has been installed, See Below



Note* This is a wet clutch the last plate in basket is a friction and this will contact the pressure plate, it does not need to be a steel plate.

CC-130-BB INSTRUCTIONS, CONTINUED

8) Apply a drop or two of [Blue Loctite](#) to (6) holes in the clutch hub that match the (6) hole pattern of the pressure plate.

9) Install ball bearings into pressure plate, "See Tech Tip below" Align holes of the collar to the cutouts in the diaphragm spring, Align both components to the (6) hole pattern of pressure plate, While applying a little pressure to the collar to keep bearings from falling out of place, Align the shoulder bolts to the (6) holes you applied the Blue Loctite to in clutch hub, Tighten the (6) shoulder bolts to the clutch hub, Torque the (6) shoulder bolts to 12 - 14 Ft. Lb's.





10) Install clutch adjusting screw and jam nut and adjust your clutch, Lock down the jam nut.

11) finish up the rest of the installation by following your OEM Service Manual Instructions.

Tech Tip: To load the ball bearings into pressure plate pockets, Cup and hold all ball bearings in one hand, And with the other hand take pressure plate and hold at a slight angle and rotate pockets through the cupped bearings in the other hand, This will load all the bearings into pressure plate.

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Or E-Mail to: Sales@beltdrives.com or Tech@beltdrives.com Thank You.

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