



TRASK PERFORMANCE

Thank you for choosing a TRASK product; proudly made in the USA! We strive to bring you the latest in technology, design, and style. We are driven by a strong desire to deliver the best in the industry. You make it possible for our TRASK Team to do what we love every day.

Please be sure to read through the entire instruction sheet before beginning any disassembly of your motorcycle. If you have any questions, please give us a call and we will be more than happy to help you thru the process.

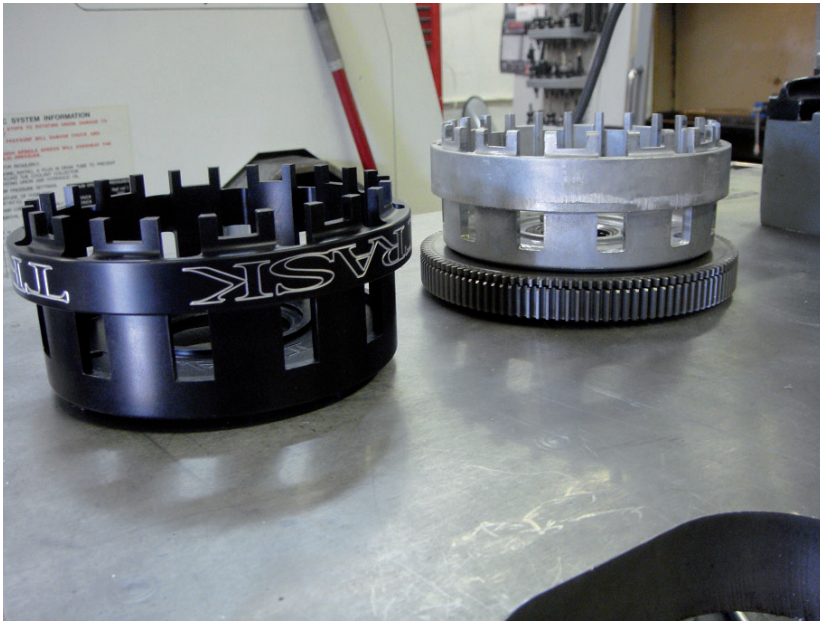
1-866-99-TRASK

Trask Performance HIGHLY suggests having a Certified Motorcycle Technician perform the installation of our products. Failure to do so can possibly void any warranty. Trask Performance reserves the right to refuse any warranty claim not performed by a Certified Motorcycle Technician.

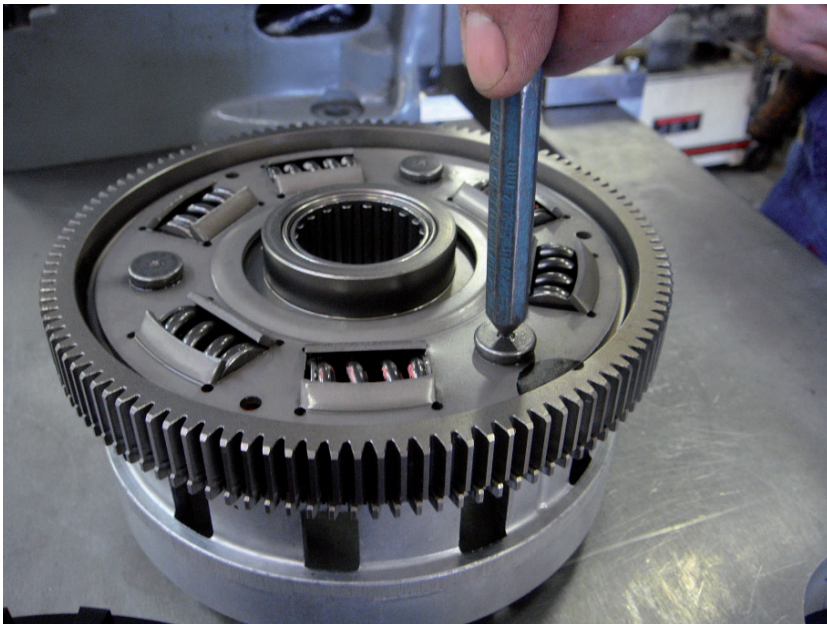


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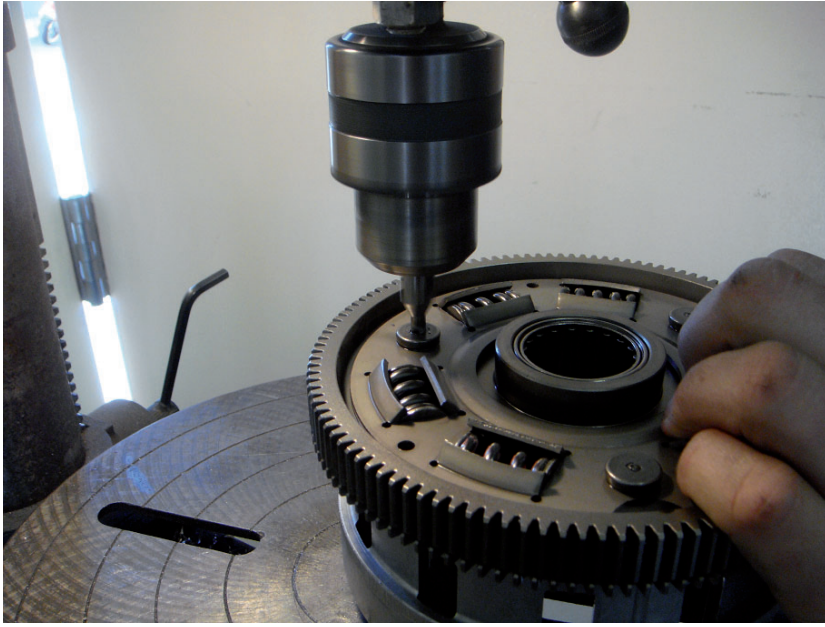
V-Rod Billet Clutch Basket Instructions



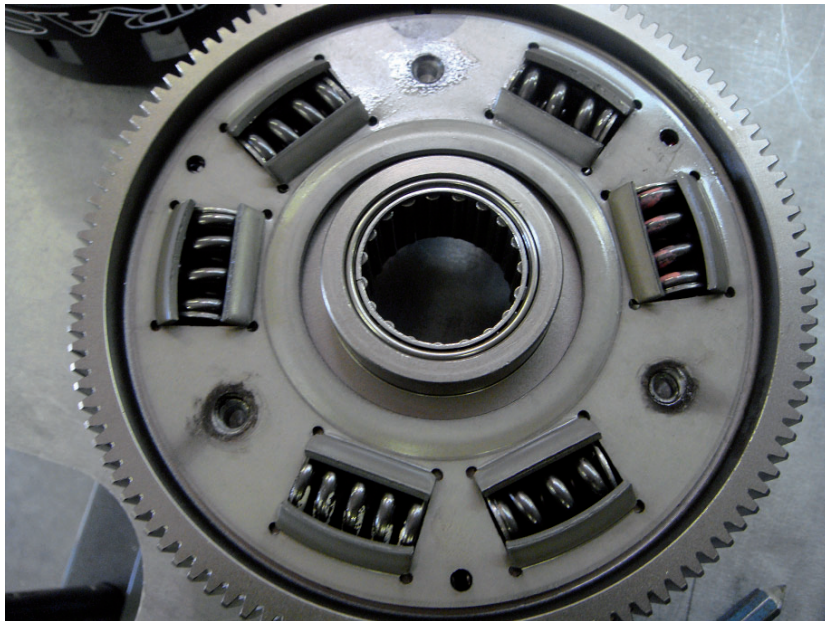
The Trask Billet Clutch Basket for 2002 to present. *Note: We Highly recommend you use the model specific Harley manual for your bike to remove and install the clutch basket. The following instructions are for the the Trask Clutch Basket only.



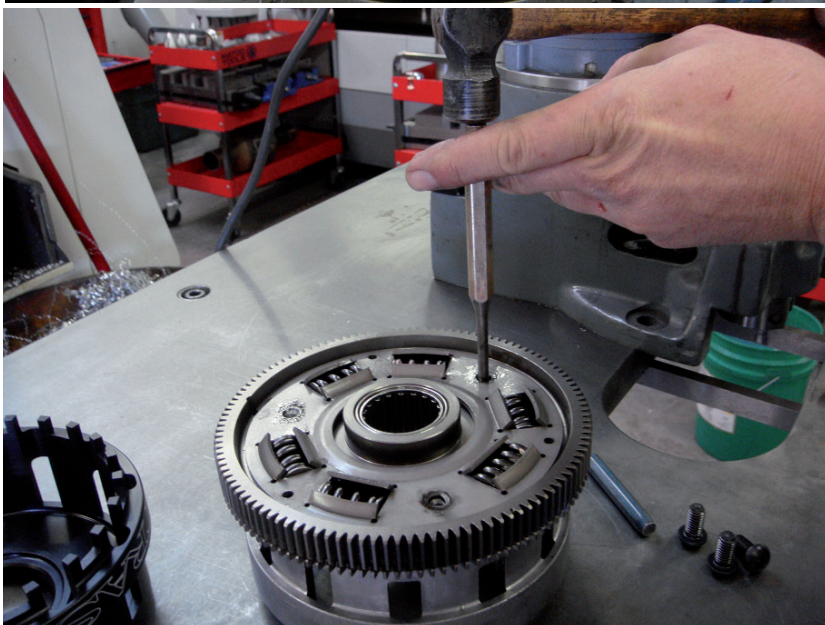
After you have removed the stock clutch basket assembly you will first start by drilling out the rivets holding the assembly together. Take a center punch and punch each rivet.



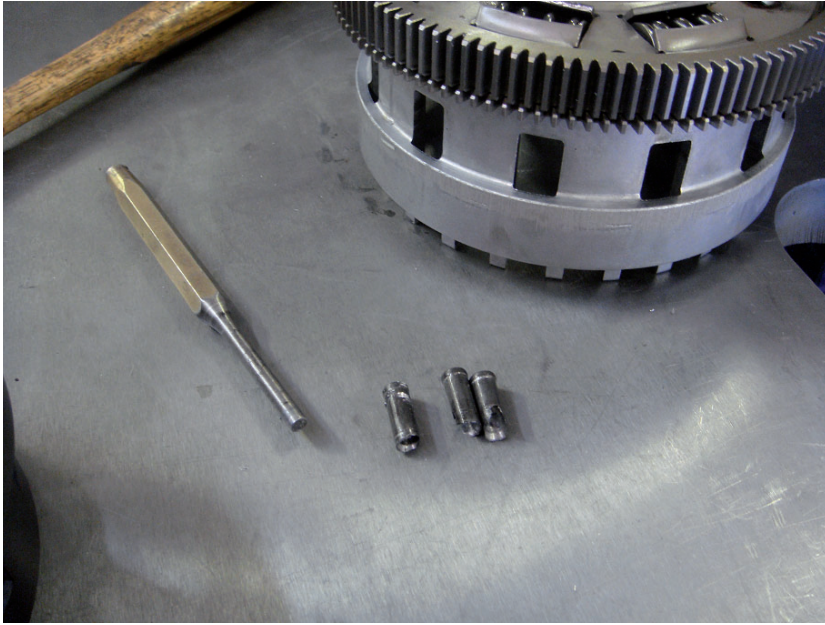
Using a 13/32 drill, drill out the head of the rivet but DO NOT drill all the way through.



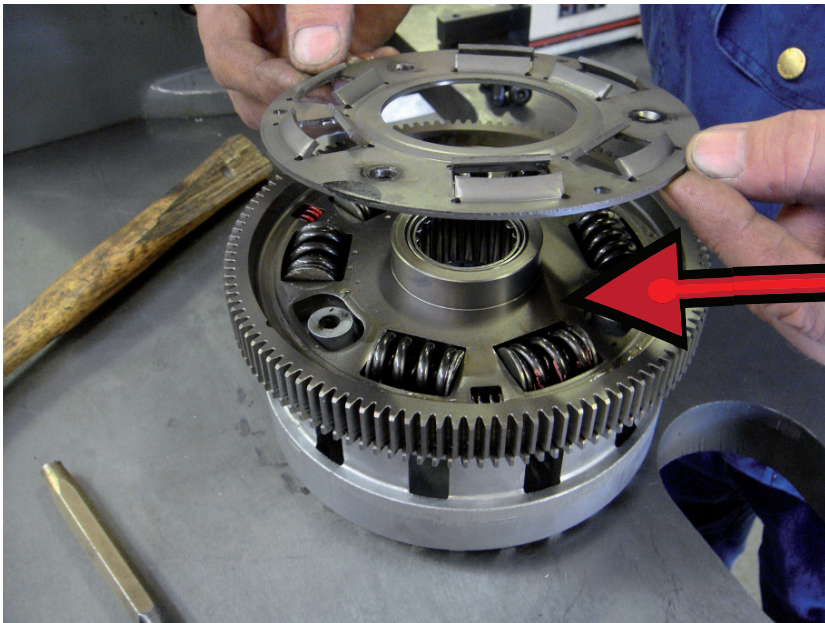
This is what the rivets should look like after you have drilled the heads out.



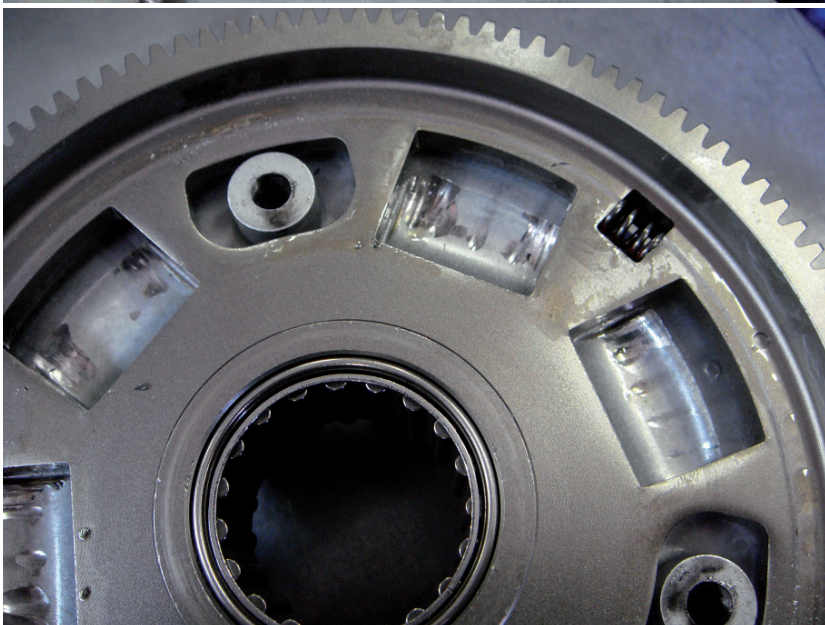
Now you can take a drift punch and drive the rest of the rivet out.



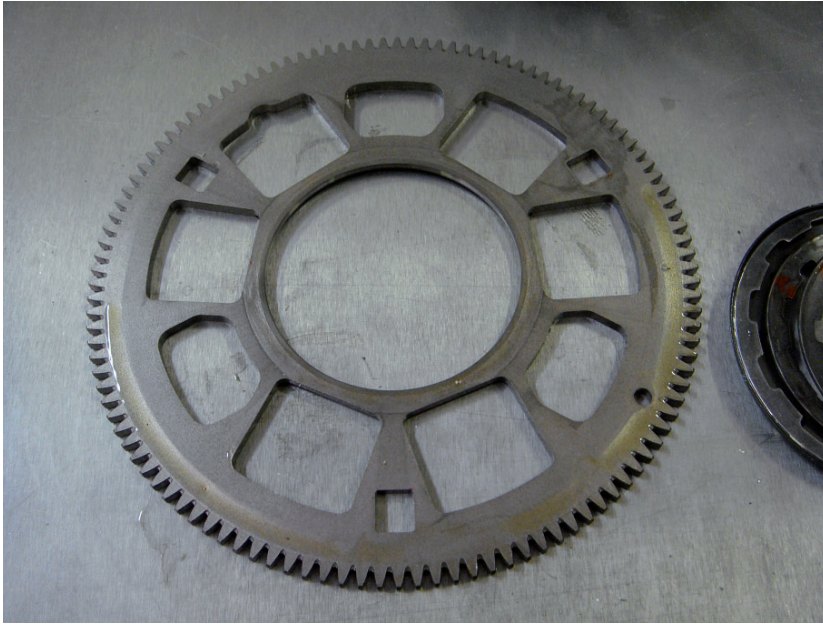
Now that the rivets are out you can take the stock assembly apart.



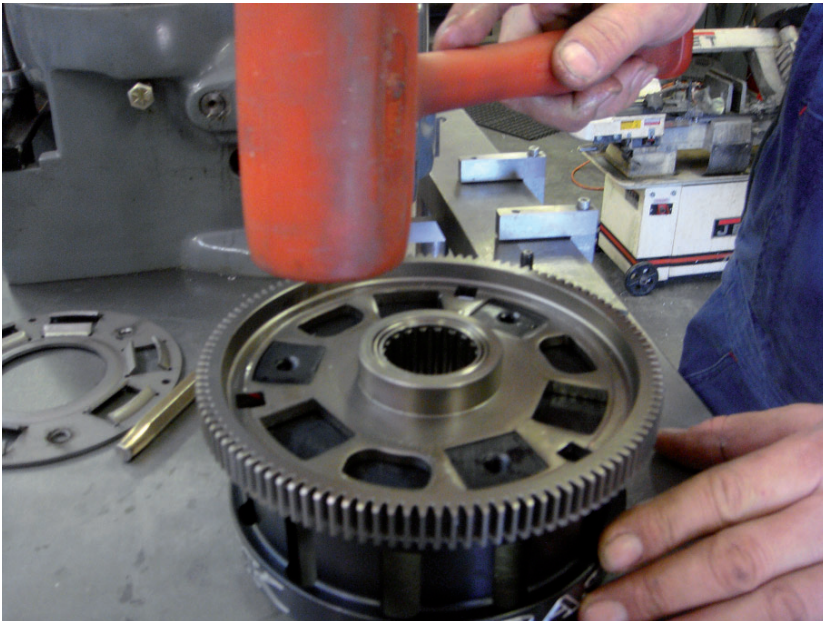
You can now remove the retaining plate.
*Note mark the clutch basket gear so that when installed onto the Trask clutch basket your mark will be facing out.



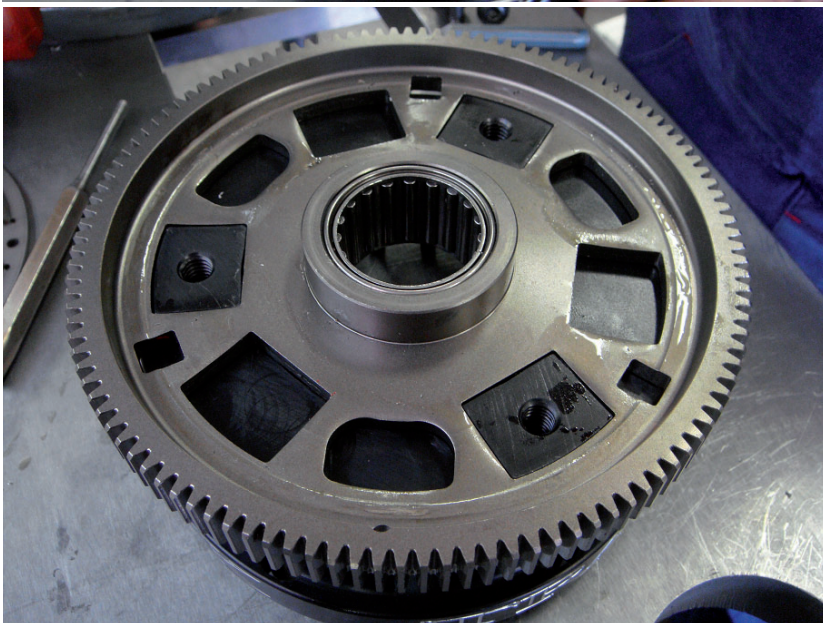
You can now remove the clutch basket gear from the stock basket.



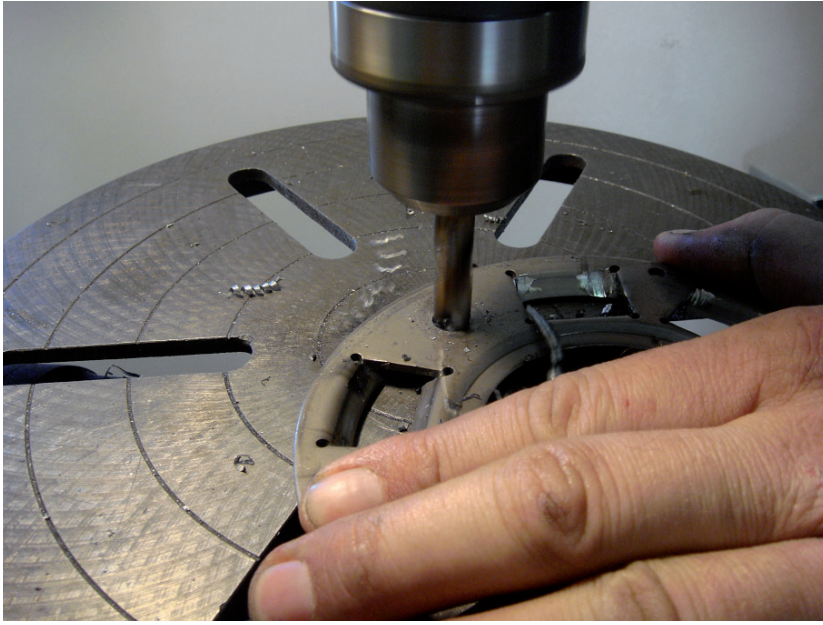
Remove and discard the back lash gear between the pinion gear and clutch basket.



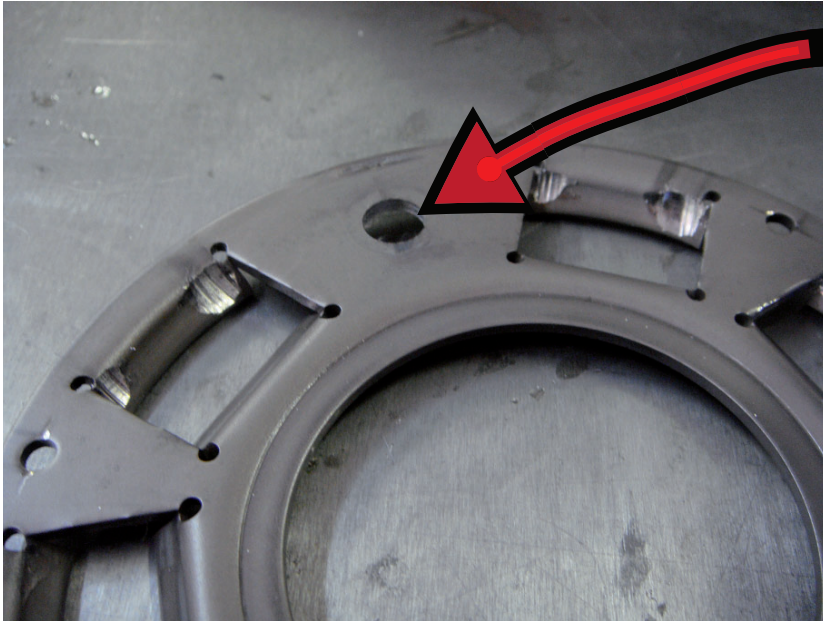
With your mark facing out place the clutch basket gear onto the Trask clutch basket. This gear can go on 1 of 2 ways as shown. The gear will also have to be tapped down by a dead blow hammer, do not use a metal hammer for this.



The clutch basket gear should be flush against the basket.



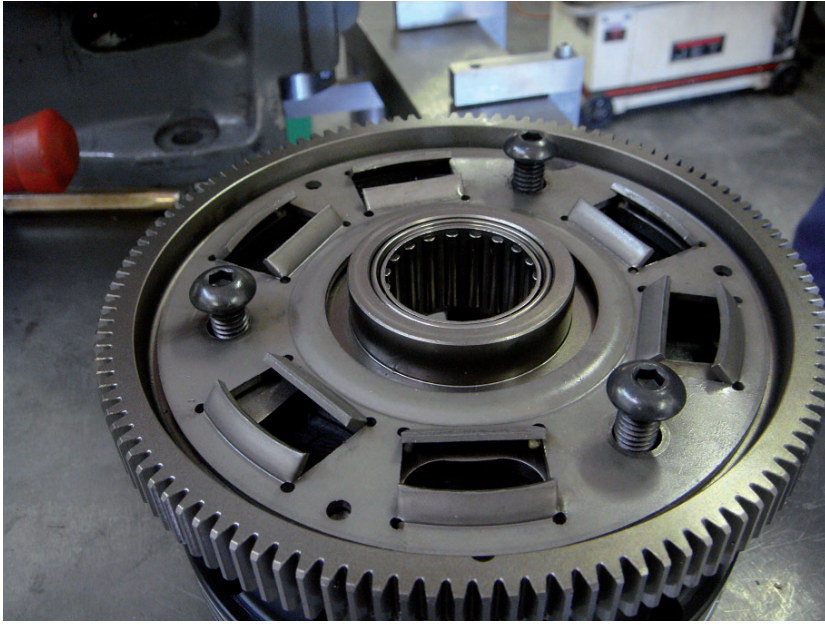
With a 24/64 drill bit, drill out the holes in the retaining plate to allow the fasteners provided to go through.



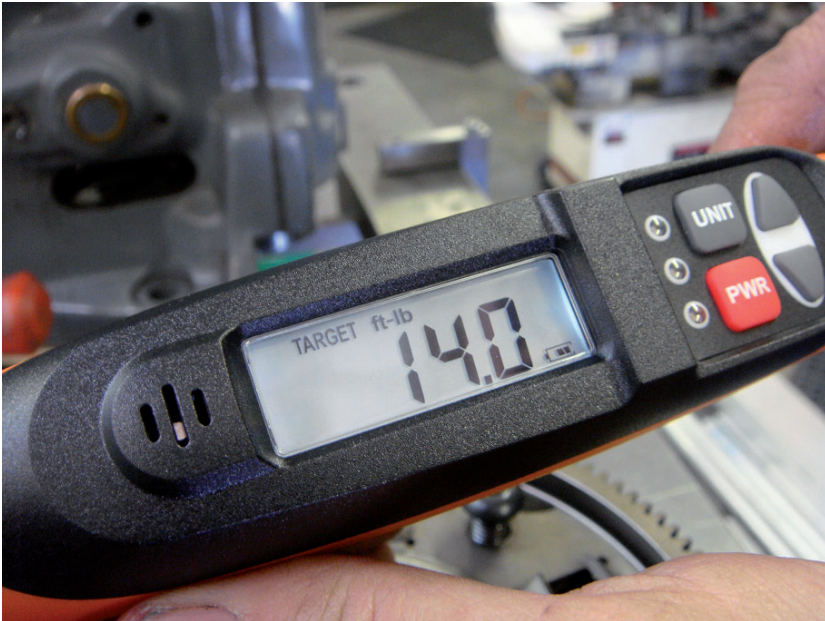
Shown here is the plate with the holes opened up to allow for the new fasteners.



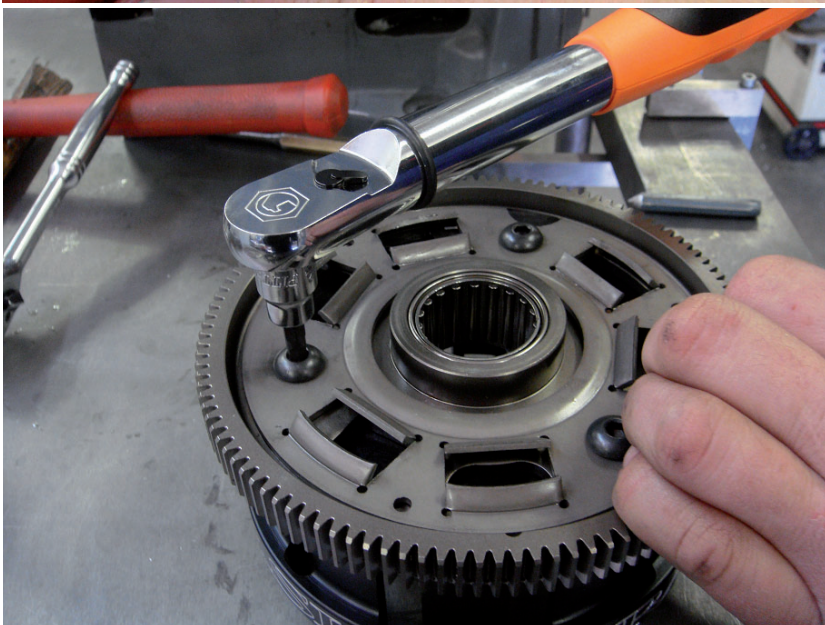
When installing the retaining plate we highly recommend using the loctite shown or an equivalent thread locker.



Be sure the plate is facing the correct way.
You can now torque the plate down.



Torque to 14 ft lbs.



Torque all 3 bolts. Once finished you will
torque to 20 ft lbs. You are now finished.