Notices

krono

Due to increasing costs, the price for The XL Forum Team Membership will be increasing on 1 January 2022.

New prices are:
1 Year - $25.00
6 Months - $15.00
3 Month - $12.50
1 Month - $7.50

Those that subscribe before then can keep the current price as long as they keep their subscription active.

EFI Sportster Motorcycle Talk (2007 and up) For 2007 and above Sportsters

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XL Arcade
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Contact Admin
The CYA Legal Stuff (PLEASE READ)

Active Threads

Keep & Kill
Last Post: fatjoa
Posted On: 3 Minutes Ago
Replies: 25,979
Views: 1,515,922

sportster revival
Last Post: rejeanpimpeau
Posted On: 15 Minutes Ago
Replies: 27
Views: 2,297

Cheapest way to fix grenade plate clutch?
Last Post: Bluto
Posted On: 21 Minutes Ago
Replies: 1
Views: 3

extortion
Last Post: Hippysmack
Posted On: 35 Minutes Ago
Replies: 34
Views: 876

First post - Introduction
Last Post: smokey 2
Posted On: 56 Minutes Ago
Replies: 11
Views: 367

Christmas tree in my primary drain plug
Last Post: xLoneRiderx
Posted On: 1 Hour Ago
Replies: 42
Views: 2,672

Official XL Forum Random Image Thread (NO NUDITY!)
Last Post: shanneba
Posted On: 1 Hour Ago
Replies: 52,703
Views: 8,908,574

Snippets
Last Post: Crusty
Posted On: 2 Hours Ago
Replies: 569
Views: 80,065

Need some info for my small stroker build
Last Post: neadspeed
Posted On: 2 Hours Ago
Replies: 33
Views: 1,000

Acceptable Voltage Drop-Starter Circuit
Last Post: ZtwZAU
Posted On: 3 Hours Ago
Replies: 120
Views: 3,756

Hottie of the day, no nudity.
Last Post: Stairman
Posted On: 3 Hours Ago
Replies: 33,393
Views: 3,968,407

Process of Making Motorcycle Tires
Last Post: Crusty
Posted On: 4 Hours Ago
Replies: 1
Views: 175

... 1
Last Post: Graywolf
Posted On: 5 Hours Ago
Replies: 6,295
Views: 384,145

video & pics
Last Post: cal43
Posted On: 9 Hours Ago
Replies: 662
Views: 71,454

This is gonna hurt.
Last Post: cal43
Posted On: 9 Hours Ago
Replies: 9,127
Views: 2,149,691

Hot Rods, Rat Rods, and Customs.
Last Post: cal43
Posted On: 9 Hours Ago
Replies: 4,855
Views: 974,947

Hot Chicks on Hot Bikes
Last Post: cal43
Posted On: 9 Hours Ago
Replies: 12,650
Views: 3,020,545

Bobtail fender question
Last Post: sportsterpaul
Posted On: 12 Hours Ago
Replies: 4
Views: 168

Is a buell a harley
Last Post: Steve9
Posted On: 14 Hours Ago
Replies: 176
Views: 33,871

Service in 32034
Last Post: jeffro57
Posted On: 15 Hours Ago
Replies: 2
Views: 176

Need help deciding on tires
Last Post: John Harper
Posted On: 17 Hours Ago
Replies: 20
Views: 1,825

Prospective 883 Rider from Central Florida
Last Post: Tomcatt
Posted On: 17 Hours Ago
Replies: 14
Views: 469

Ticking sound in generator
Last Post: IronMick
Posted On: 18 Hours Ago
Replies: 7
Views: 184

What did you do for your sporty Today?
Last Post: ChinCactus
Posted On: 18 Hours Ago
Replies: 7,838
Views: 1,345,613

72 in stroker advise needed
Last Post: rocketnorton
Posted On: 18 Hours Ago
Replies: 59
Views: 4,663

"The Blues" thread!
Last Post: Stairman
Posted On: 20 Hours Ago
Replies: 1,089
Views: 152,232

What song do you have stuck in your head?
Last Post: JNSaNeSHaNe
Posted On: 21 Hours Ago
Replies: 2,469
Views: 271,058

Show your favorite pic of your bike, just one
Last Post: JimVonBaden
Posted On: 21 Hours Ago
Replies: 4,845

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27th October 2015 #1

lfvc77
Bike Builder

Join Date: Feb 2009
Posts: 1,830
Sportster/Buell Model: XL1200C
Sportster/Buell Year: 2010
Sportster/Buell Model #2: XL883 SOLD
Sportster/Buell Year #2: 2007
Other Motorcycle Model: Suzuki Inazuma GW250
Other Motorcycle Year: 2013
Reputation: 140169

Clutch, spring plate delete on a budget with pics.

I've wanted to do this for a while on my 2010 1200. I suffered the famous spring plate explosion on my 2007 883 and had my mechanic fix it for me but this time I wanted to caught the problem before it exploded on my face. My plan was to just replace the spring plate with two steel plates and a friction plate, about $50.

I had to open my primary cover to remove my starter for some service and I did the spring plate delete at the same time.

I removed the spring plate with 28000 km (17500mi) on it and look at the amount of free play it has, I suppose the rivets are ready to go bad

Look at how the spring plate compares to the two steel and friction plate that replace it in thickness.

Views: 1,965,380
Secret photo's of folkies loft
Last Post: Sparman
Posted On: 23 Hours Ago
Replies: 1,597
Views: 276,629
Peanut, 3.3 or 4.5 gas tank ?
Last Post: rpnpha
Posted On: 1 Day Ago
Replies: 264
Views: 86,845
More...

Members Birthdays
Sly (73), Bobbyd1 (67), BigBrotherWatching (59), bhaadkma (54), black1200r (52), Joonna272 (49), mylilpart13 (46), xl1200c (40), Rocksirk (30)

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asasial PM X
efb12bocs PM X
juanm PM X
lfyc77 PM X
ragadad PM X
Rascal PM X
whittlebeast PM X
XLFREAK PM X

So I reinstalled everything back on and I now can ride without the worry of that dreaded plate.

Ok so that was my bike, I convinced my buddy that has a 2011 Forty-Eight with 2000mi on it to let me delete his spring plate, this let me documented the process more accurately so I can share it with you and also I clocked myself, from start to finish it took me 1 hour and 45 minutes, total cost $50 for the friction plate and the two steel plates plus the cost of a quart of Bel Ray Sportster primary fluid, primary gasket and shifter seals were reuse.

The bike

Drain the primary oil, torque to 30ftlb when putting back the drain plug bolt.

UN-ajust the clutch cable

Remove the clutch lever pin retaining ring

remove the clutch lever pin

remove the clutch cable pin

remove the foot peg (if you have mids), when re installing torque to 45-50ftlb

remove shifter peg, torque to 15ftlb when reinstalling

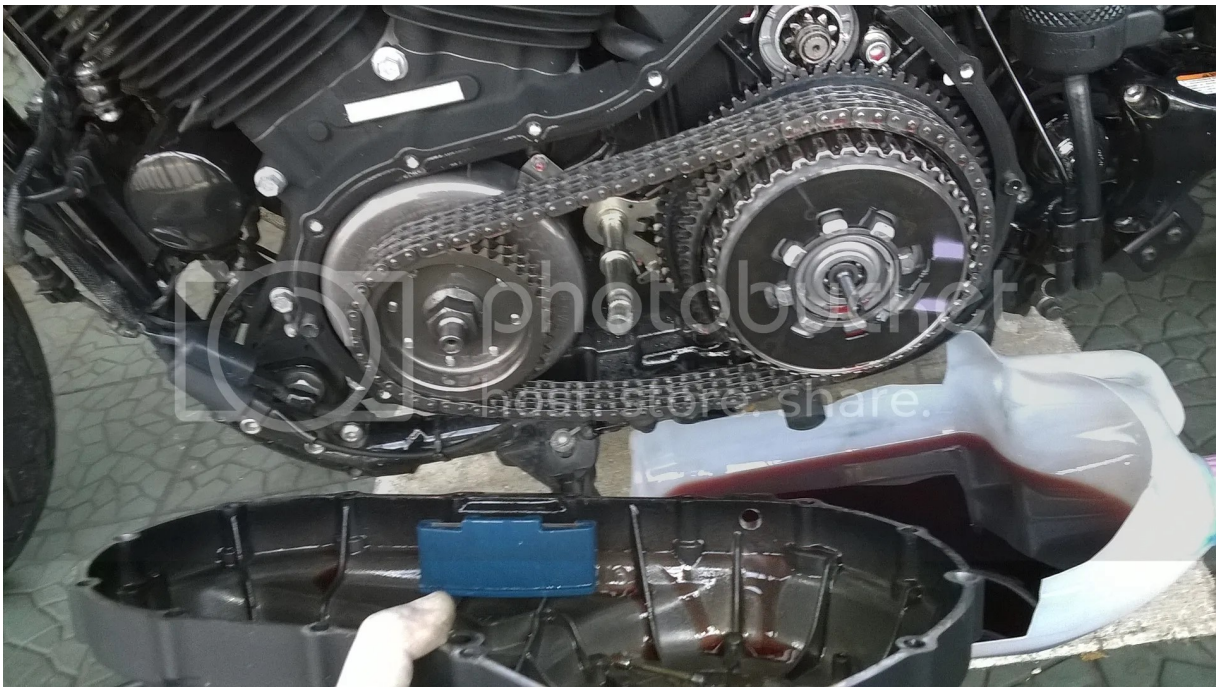
remove derby cover, torque to 10ftlb when reinstalling, FSM says to use a new quad ring seal, I did not.

remove the spring and locking nut (correct term?)

with a screwdriver turning it clockwise un-ajust the clutch and remove the nut.

remove the ramp

cover off, fsm says to put a new primary gasket and shifter oil seals, I did not



clutch compression tool (made by my local machinist, not the prettiest but works)

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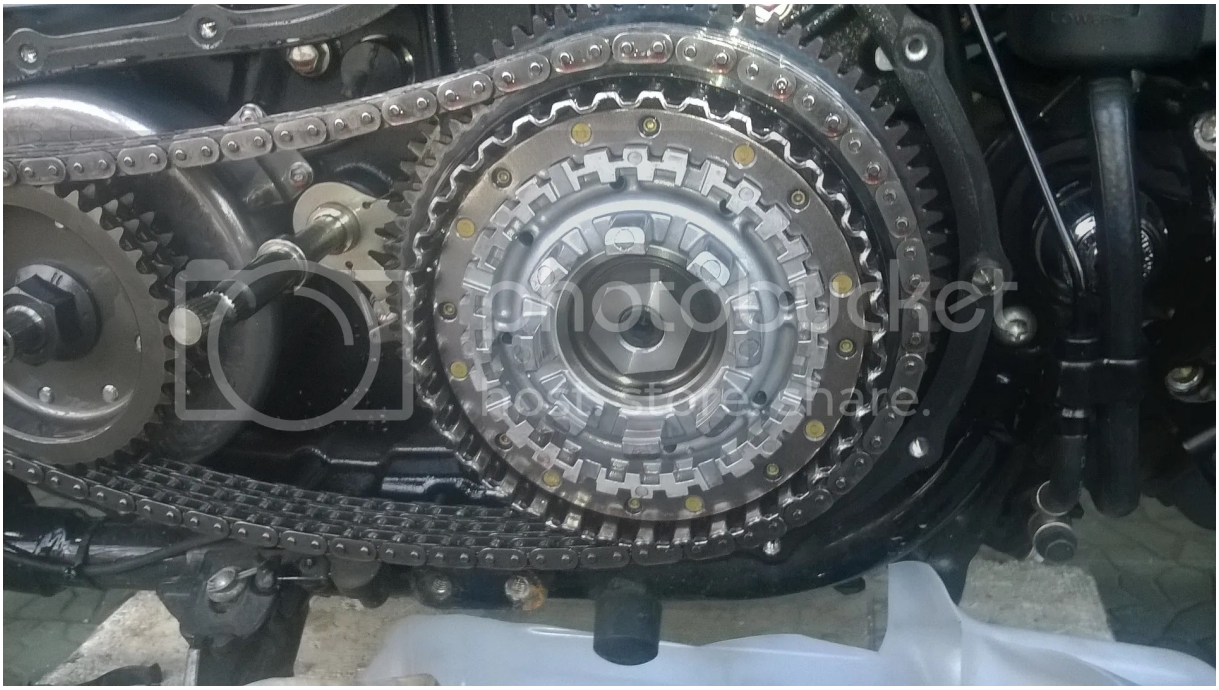
and here it is, the dreaded spring plate, just remove it and replace it with a friction plate sandwiched between two steel plates.



put back everything in reverse.

two drops of blue loctite on the primary bolts.

torque to 10ftlb the 16 bolts starting with the center top one then the botton center one and then go around clock wise.

ramp

screw counterclockwise until you feel resistance then go back 1/4 turn

then put the locking nut (not sure it is called that) and spring, derby cover, shifter, peg, reinstall cable clutch to lever and ajust. Add fluid to primary and DONE.

27th October 2015 #2

schwede
Chief Harley Engineer

Join Date: Jul 2009
Location: Redneck Riviera (NWF)
Posts: 503
Sportster/Buell Model: 1200 low
Sportster/Buell Year: 08
Other Motorcycle Model: fatboy
Other Motorcycle Year: 2010
Reputation: 126504

If I might add. ..

There really shouldn't be a need to remove the clutch cable from the control and its always best to loosen the lock nut on the chain adjuster to relax the primary chain tension when you remove the cover. ..

Makes you feel great to wrench on your own bike. ..nice job. ..
Schwede

Biker Roots... some are born, some are grown, others will never know...

27th October 2015 #3

The Masshole
Senior Custom Bike Builder

Join Date: Feb 2014
Location: New England
Posts: 2,997
Sportster/Buell Model: 1500cc Aircooled VW Bug
Sportster/Buell Year: 1968
Reputation: 661084

Nice write up... I need to update my clutch over the winter...so seeing this helps...

Thanks

Anybody can jump a motorcycle. The trouble begins when you try to land it.Evel Knievel

6th May 2016 #4

mrkocol
Chief Master Mechanic

Join Date: May 2009
Location: East Bay
Posts: 480
Sportster/Buell Model: 1200 Custom
Sportster/Buell Year: 2009
Reputation: 2743

How exactly do you remove the retaining ring allowing you to pull off all of the pieces held together with the compression tool? Even with the diaphragm compressed, the retaining ring is underneath the metal teeth of the piece that comes off. So how do you get it around those teeth? I am at that stage and cannot figure it out.

6th May 2016 #5

lfvc77
Bike Builder

Join Date: Feb 2009
Posts: 1,830
Sportster/Buell Model: XL1200C
Sportster/Buell Year: 2010
Sportster/Buell Model #2: XL883 SOLD
Sportster/Buell Year #2: 2007
Other Motorcycle Model: Suzuki Inazuma GW250
Other Motorcycle Year: 2013
Reputation: 140169

Quote:
> Originally Posted by **mrkocol**
> *How exactly do you remove the retaining ring allowing you to pull off all of the pieces held together with the compression tool? Even with the diaphragm compressed, the retaining ring is underneath the metal teeth of the piece that comes off. So how do you get it around those teeth? I am at that stage and cannot figure it out.*

The retaining ring is locked in place by a grove in the teeth of the clutch basket, just push the compression tool with the diaphragm compressed towards the bike and then push the retaining ring also towards the bike so it gets released from the grove. Good luck.

6th May 2016 #6

mrkocol
Chief Master Mechanic

Join Date: May 2009
Location: East Bay
Posts: 480
Sportster/Buell Model: 1200 Custom
Sportster/Buell Year: 2009
Reputation: 2743

Quote:
> Originally Posted by **lfvc77**
> *The retaining ring is locked in place by a grove in the teeth of the clutch basket, just push the compression tool with the diaphragm compressed towards the bike and then push the retaining ring also towards the bike so it gets released from the grove. Good luck.*

I still don't understand. With the compression tool tightened, there is now a small gap between the retaining ring and the diaphragm. Pushing the retaining ring toward the bike doesn't really do anything. It moves a little, but I still cannot figure out how to manipulate the ring around the teeth of the clutch basket. Nor can I see how pushing it toward the bike will actually get it to be removed. I just fail to understand the mechanics involved with this stupid ring.

6th May 2016 #7

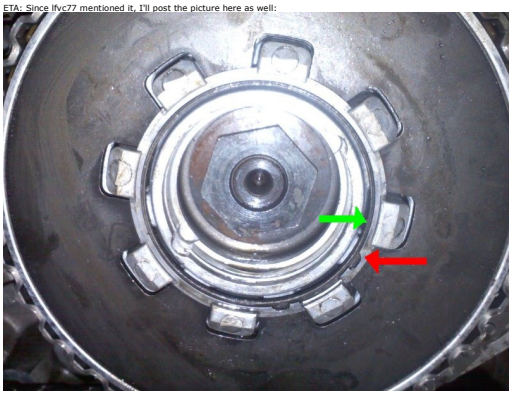
IXL2Relax
XL FORUM TEAM MEMBER

Join Date: Feb 2013
Location: Let Freedom Ring in PA
Posts: 9,025
Sportster/Buell Model: Sportster 883►1200
Sportster/Buell Year: 1994

Quote:
> Originally Posted by **mrkocol**
> *I still don't understand.*

Go back to your own thread - I posted the info there:
http://xlforum.net/forums/s...8&postcount=13

ETA: Since lfvc77 mentioned it, I'll post the picture here as well:



.....~\
___o~~o__
IXL2Relax
>>>> Build & Ride Reports Are Here <<<<
The ride is more enjoyable to nowhere in particular!

6th May 2016 #8

lfvc77
Bike Builder

Join Date: Feb 2009
Posts: 1,830
Sportster/Buell Model: XL1200C
Sportster/Buell Year: 2010
Sportster/Buell Model #2: XL883 SOLD
Sportster/Buell Year #2: 2007
Other Motorcycle Model: Suzuki Inazuma GW250
Other Motorcycle Year: 2013
Reputation: 140169

Quote:
> Originally Posted by **IXL2Relax**
> *Go back to your own thread - I posted the info there:*
> *http://xlforum.net/forums/s...8&postcount=13*
>
> *.....~*
> *___o~~o__*
> *IXL2Relax*
> *>>>> Build & Ride Reports Are Here <<<<*

There's the answer right there. They are two separate rings, one is the retaining ring and the other is the lock of the retaining ring. The lock is the one that has to be pushed in so it releases the retaining released ring so you'll be able to remove it.

6th May 2016 #9

Goat
Flat Track Racer

Join Date: Aug 2015
Posts: 237
Sportster/Buell Model: 1200c
Sportster/Buell Year: 2006
Sportster/Buell Model #2: XI1200C
Sportster/Buell Year #2: 2006
Reputation: 213671

Spring plate

Great write-up and pics, thanks.
I am wondering what is the purpose of the spring plate if not needed?

6th May 2016 #10

lfvc77
Bike Builder

Join Date: Feb 2009
Posts: 1,830
Sportster/Buell Model: XL1200C
Sportster/Buell Year: 2010
Sportster/Buell Model #2: XL883 SOLD
Sportster/Buell Year #2: 2007
Other Motorcycle Model: Suzuki Inazuma GW250
Other Motorcycle Year: 2013
Reputation: 140169

Quote:
> Originally Posted by **Goat**
> *Great write-up and pics, thanks.*
> *I am wondering what is the purpose of the spring plate if not needed?*

The spring plate smoothes the operation of the clutch engagement due to the fact that the XL lacks a rubber damper connecting the rear wheel with the rear pulley, it is a directly bolted.

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krono

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Smilies are **On**
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