KTM CLUTCH FIX

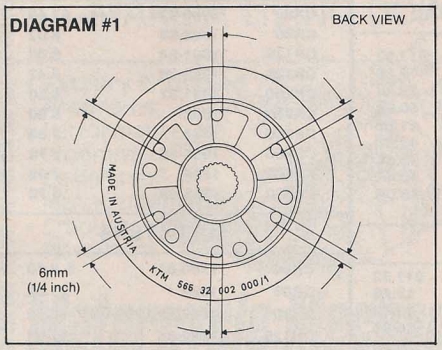
Z Racing drills the way to cooler clutches

By the DIRT BIKE Staff

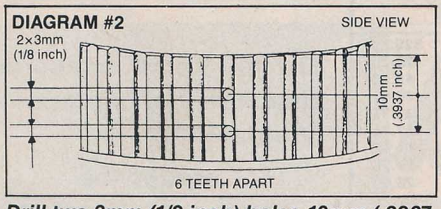
KTM 250, 350 and 500 riders who want a smoother, cooler-running clutch (with improved oil flow) can use our clutch tuning tips. Veteran Katoom pilots such as Kevin Hines know the need for a properly set-up clutch.

Hard-charging KTM owners of '87 250s, '85 to '87 500s and '86-'87 350 Enduros with clutch hub #565.32.002.000 have had trouble with their clutches overheating. The guys at Z Racing showed us a low-cost modification that will help this problem.

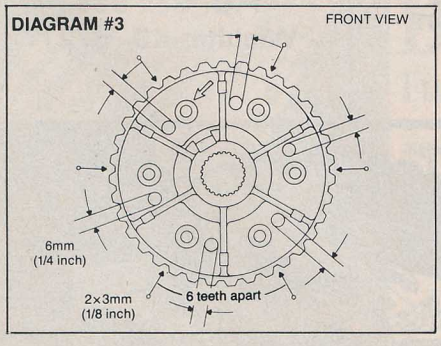
NOTE: The '88 models are already drilled, but a minor slippage problem still surfaced. Z Racing added one steel plate to the bottom of the stack. After the plate was added and the clutch was readjusted, the slippage problem was alleviated.



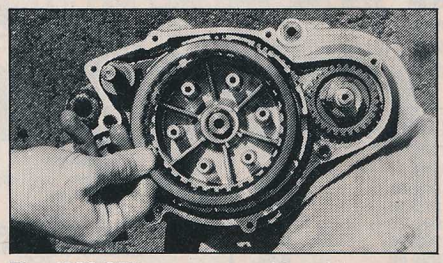
Mod one: Drill the back side of inner hub using a 6mm (1/4 inch) bit at the six locations indicated on diagram number one.



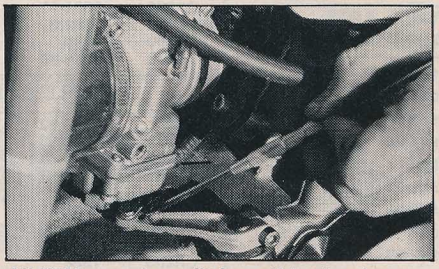
Drill two 3mm (1/8 inch) holes 10mm (.3937 inch) apart at the low point of the hub gear tooth as shown in diagram number two.



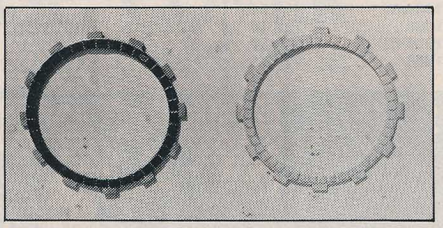
Space the two (3mm) holes six gear teeth apart, as shown in diagram number three.



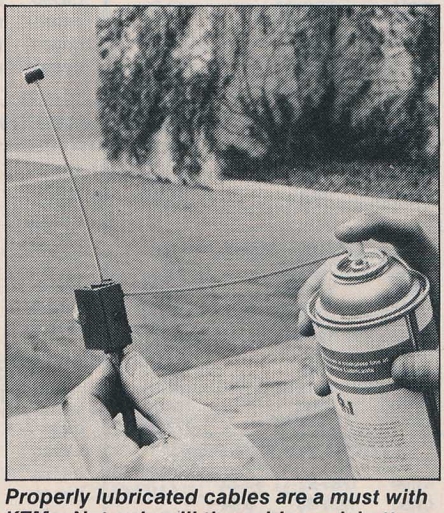
The 1988 250 owners need to add one metal clutch plate to the bottom of the stack. This will bring it to the correct stack height to avoid slippage.



All KTMs can benefit from this simple modification. Re-drill the hole in the clutch actuating arm at the point indicated. This will make lever action easier (less lever pull).



Stock fiber plate (left) and copper plate (right). The copper plates don't heat up and fade as fast as the stock plates, but they are made from a more abrasive material which will cause them to wear quicker.



Properly lubricated cables are a must with KTMs. Not only will the cable work better, it will also last longer. Z Racing recommends lubing the cable after every race.

Another trick for KTM clutches is to install a Honda CR lever and perch. The design and action of the Honda lever/perch combination is superior to the stock KTM assembly. □