

CLUTCH COVER KIT

NO. 1/2

APPLICATION	GROM (JC61)	
CODE	(BLACK) 307-1432200	(SILVER) 307-1432210
FEATURE	<p>○WITH THIS KIT, YOU CAN USE KITACO CLUTCH COVER BUILT-IN OIL FILTER ELEMENT INSTEAD OF STOCK OIL SPINNER. PICK-UP PERFORMANCE IS EXPECTED TO BE IMPROVED WITH MORE LIGHTWEIGHT RIGHT SIDE CRANKSHAFT.</p> <p>○OIL COMES THROUGH CLUTCH COVER EXTRACT & GOES TO CRANKSHAFT & TRANSMISSION FOR BETTER COOLING PERFORMANCE COMPARED THAT COMES FROM CYLINDER OIL LINE.</p> <p>○BY CHANGING OIL LINES, NOT ONLY THE OIL THAT GOES TO CRANKSHAFT BUT ALSO OIL THAT COMES FROM TRANSMISSION WILL BE KEPT BETTER CONDITION.</p>	

- Thank you for purchasing Kitaco product. Read and understand the instruction before installing.
- Exclusive tools are required for installation
- Please keep the instruction for later needs.
- ※ This instruction is not included in replacement parts.

ATTENTIONS (MUST READ)

- Refer to the manufacturer HONDA service manual when installation.
- Please ask authorized mechanic for assembling and setting.
- Ask a specialist at specialty shop if you do not understand the role of the surrounding parts.
- We are not responsible for damages and accidents caused by assembling mistake and improper setting.
- Do not modify the way which is not listed or it will cause damage and trouble.
- Apply to engine oil for sure when installing each parts.
- Please contact a mechanic nearby immediately when you find something unusual.
- CLUTCH COVER KIT is designed and made exclusive for GROM, do not use on other models.
- Bolts and nuts may get loosen by engine vibration.
- Please check and make sure each part of bolts and nuts are not loose before running.
- Do not use rapid engine brake or install to extremely higher output engine, which might cause engine trouble to lead serious accidents.



FLAMMABLES
Inflammable high gasoline is used during operation.
The use of products causing fire or smoke is strictly prohibited.



As for cylinder, crankcase, exhaust pipe, etc., during engine operation and after operation are extremely hot. Do not touch carelessly.



As for engine oil, during engine operation and after operation are extremely hot. Please start working after the oil cools down enough (it may be hot even when the surface is cool).



This instruction sheet is for the person who has basic knowledge for maintenance. Do not operate if you do not have skill and knowledge.

SPECIFICATION

REQUIRED TOOL / REPLACEMENT

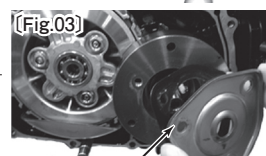
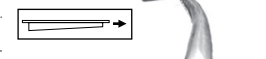
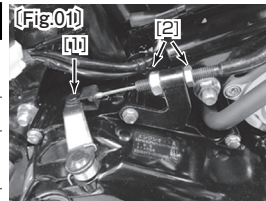
- OIL CAPACITY DISASSEMBLED : 1.0 L / EXCHANGED : 0.9 L
- ※ Total oil amount will be smaller when disassembled for smaller capacity inside the clutch cover.

- GENERAL TOOLS
- LOCK NUT WRENCH 5.5 x 30 mm [HONDA NUMBER 07916-6390001]
- GEAR HOLDER [674-0510900]
- ENGINE OIL

HOW TO INSTALL

REQUIRED EXCLUSIVE TOOLS : • TORQUE WRENCH • GEAR HOLDER • LOCK NUT WRENCH
※ REFER TO HONDA SERVICE MANUAL TOGETHER WITH THIS INSTRUCTION

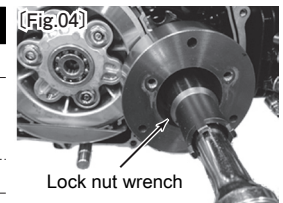
- Remove drain bolt to drain all the engine oil from engine.
- Loosen adjust lock nut [2] of clutch lifter lever [1] to remove clutch cable. [Fig. 01]
- Loosen 10 of right side crankcase cover M6 x 40 bolts diagonally in several times. Remove right side crankcase cover, right side crankcase cover gasket & 2 dowel pins. (Moving crankcase cover might help you remove crankcase cover.)
 - ※ Remove sticking gasket remaining on the contact with something like scraper. Be careful not to hurt the surface.
- Clean oil strainer screen [Fig.02]
 - ※ Put tapered edge upward & crankcase side when installing.
- Hold primary drive gear & driven gear with gear holder, remove 3 OIL SPINNER M6 x 40 bolts & oil filter cover. [Fig.03]



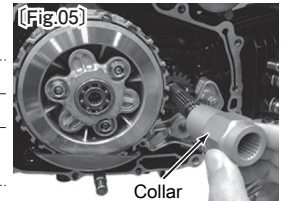
Oil spinner cover

HOW TO INSTALL

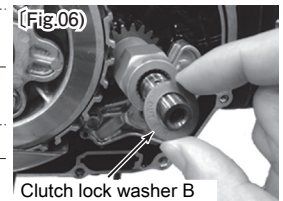
- Remove oil spinner with genuine exclusive tool lock nut wrench.
- Install collar to 27mm hex side comes to outside, align with crankshaft spline. [Fig.05]
Install clutch lock washer B. [Fig.06]
 - ※ Install lock washer to face "OUT SIDE" to outside.
- Put O ring (S12) in groove inside the oil pass nut, apply engine oil to O ring, install oil pass nut rotating not to hurt O ring. [Fig.07]
 - ※ Might be hard to install, according to crankshaft end chamfer.
- Tighten oil pass nut with specified torque. Torque : 64N * m [Fig.07]
- Remove clutch lifter rod [1], clutch lever [2], O ring [3], clutch lever spring [4] out of genuine clutch cover, install all of them to Kitaco cover. [Fig.08/09]
 - ※ Change to new ones if clutch lever O ring (8.8 x 1.8) is damaged.
 - ※ Apply grease on O ring, with rotating clutch lever, install all of them. Make sure to apply engine oil on clutch lifter rod when installing.
- Install 2 dowel pins (8 x 12). Change to new ones if damaged.
 - ※ Remove orifice as it is not necessary. [Fig.10]
- Inject oil to crankshaft & clutch lifter plate bearing. [Fig.11]
- Clean crankcase contact, install R cover gasket.
- Install clutch cable receiver.
- Make machining mods of high tension code, sensor code clip & oil level gauge. (refer to No.2 Attention). Install after mods.
- Tighten 10 of right side crankcase cover M6 x 40 bolts diagonally in several times. Torque : 10 Nm
- Install clutch wire on clutch cable receiver.
 - Install filter spring, oil filter inside the case cover.
 - Rotating oil filter cover, install it not to hurt O ring. [Fig. 12]
Make sure that oil filter O ring fits right to oil filter cover.
 - ※ If oil filter cover does not fit right, each part's seating position might not be good enough. Make sure that the cover fits to the end, tighten button cap bolt. Torque : 10 Nm
- Install union nipples (sold separately) for models with oil cooler installed. Refer to No.2 Attention : about oil line.
- Install all removed parts again and that is all for installation. Make sure that oil is not leaking before finishing.
 - ※ Engine oil amount is different from stock amount. Adjust oil amount addition by checking through oil level window.



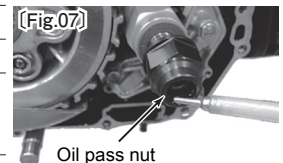
Lock nut wrench



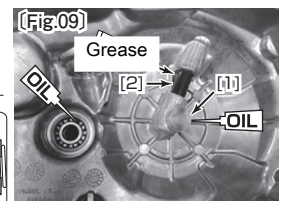
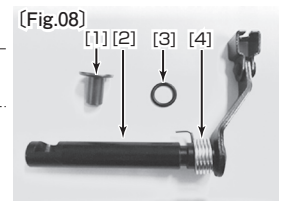
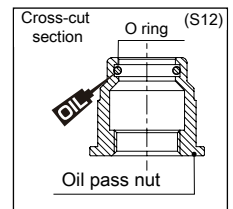
Collar



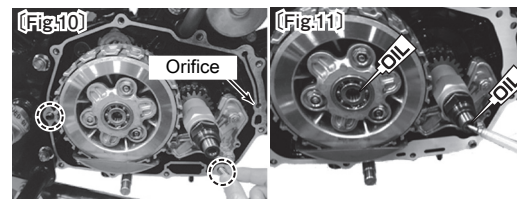
Clutch lock washer B



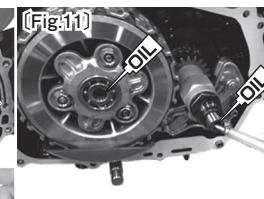
Oil pass nut



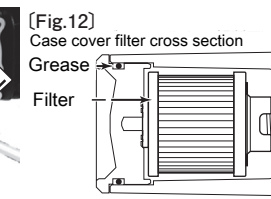
Grease



Orifice



OIL



Filter

CLUTCH COVER KIT

NO. 2/2

APPLICATION	GROM (JC61)	
CODE	(BLACK) 307-1432200	(SILVER) 307-1432210

PACKING LIST (Refer to figures in illustration)

FIGURE	NAME	CODE	QTY		TORQUE / REFERENCE	
			Black	Silver		
1	CLUTCH COVER	Black 307-1432201 Silver 307-1432211	1	1		
2	BEARING	315-6001910	1	1	Apply to oil (press-fitted)	
3	OIL LEVEL GAUGE	307-1083006	1	1		
4	OIL FILTER COVER	Black 307-1432202 Silver 307-1432212	1	-		
5	O RING	38.6 × 2.6	390-1083705	1	1	Apply to oil
6	OIL FILTER ELEMENT	390-1083701	1	1	Periodical exchange required	
7	FILTER SPRING	390-1083703	1	1		
8	CAP	14mm	Black 307-1432203 Silver 307-1432213	1	-	
9	O RING	13.8 × 2.5	967-1432001	1	1	
10	COLLAR	307-1432215	1	1		
11	OIL PASS NUT	307-1432214	1	1	Torque : 64 Nm	
12	O RING	S12	307-1083003	1	1	Apply to oil
13	OIL GALLERY	Black 771-0901810 Silver 771-0901800	1	-		
14	TRUSS SCREW	M3 × 4	036-0520004	1	1	
15	CLUTCH LOCK WASHER B	14mm	307-1016030	1	1	Attention to direction
16	BUTTON CAP BOLT	M6 × 18	060-0550018	-	2	Torque : 10 N · m
17	UNION BOLT (RED)	M10 × P1.25	771-0900900	2	2	Torque : 15 N · m
18	ALUMINUM BANJO WASHER	771-0500999	4	4		
19	R CRANKCASE GASKET	966-1432004	1	1		

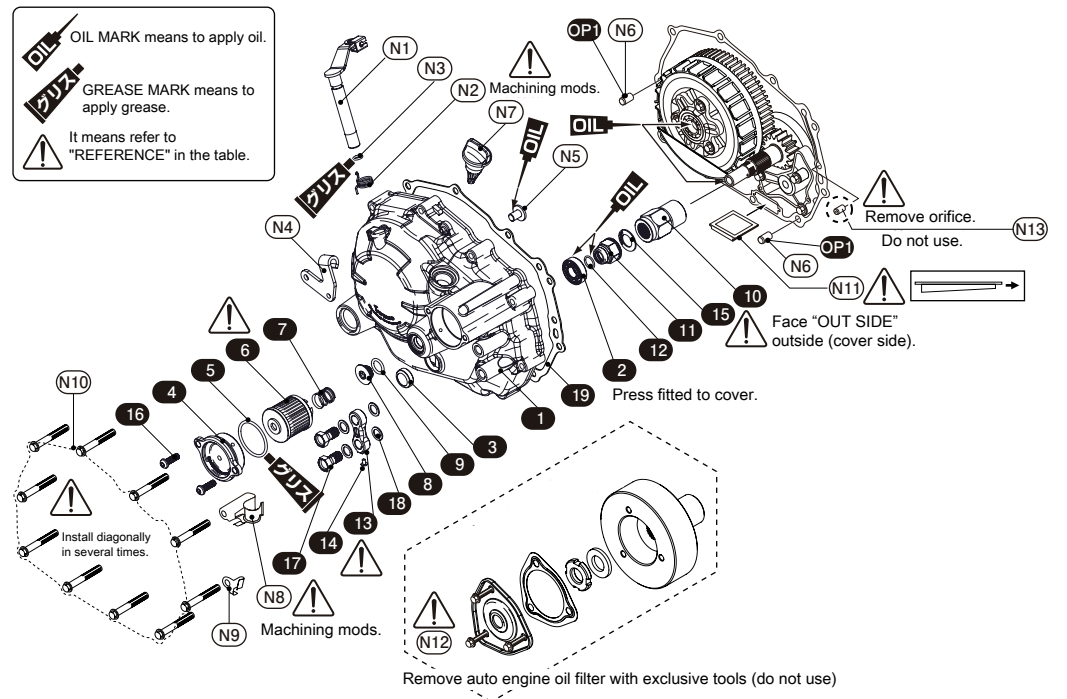
OPTION PARTS

FIGURE	NAME	CODE	QTY	REFERENCE	
OP1	DOWEL PIN	8 × 12	989-0800120	2	EXCHANGE WHEN DAMAGED

GENUINE PARTS (Refer to figures in illustration)

FIGURE	NAME	GENUINE NUMBER	QTY	TORQUE / REFERENCE	
N1	CLUTCH LEVER	22810-K26-900	1	REUSE	
N2	CLUTCH LEVER SPRING	22815-166-000	1	REUSE	
N3	O RING	8.8 × 1.9	91305-K26-900	1	EXCHANGE IF DAMAGED
N4	CLUTCH CABLE RECEIVER	22821-K26-900	1	REUSE	
N5	CLUTCH LIFTER ROD	22847-K26-900	1	REUSE	
N6	DOWEL PIN	8 × 12	90702-KFM-900	2	EXCHANGE IF DAMAGED
N7	OIL LEVEL GAUGE	15651-K26-900	1	MACHINING MODS	
N8	HIGH TENSION CODE & SENSOR CODE CLIP	32906-KWB-600	1	MACHINING MODS	
N9	SENSOR CODE CLIP	11346-KTR-940	1	REUSE	
N10	FLANGE BOLT	M6 × 40	96001-06040-00	10	TORQUE : 10Nm (Remove / install diagonally in times)
N11	ENGINE OIL STRAINER SCREEN	15421-KSP-910	1	Cleaned / inserted in correct direction	
N12	AUTO ENGINE OIL FILTER	-	1	Removed with lock nut wrench / gear holder	
N13	ORIFICE	-	1	Remove	

- ※Refer to the illustration
- Reuse Honda genuine parts that are not in the kit
- Change the reusing parts with new parts if there are significant blem, fatigue and wear.
- Apply the same oil that you are using as engine oil.

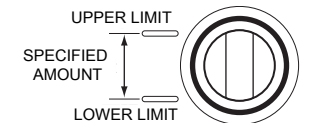


ATTENTION !!

3) Keeping vehicle stabilized at least 2 ~ 3 minutes after engine stops, see oil level through oil level window.

- OIL CAPACITY DISASSEMBLED : 1.0 L / EXCHANGED : 0.9 L
- Vehicles with oil cooler require above amount + oil cooler amount.

※Oil in oil cooler might go back to crankcase and oil level gauge does not show the correct amount according to the oil cooler position.

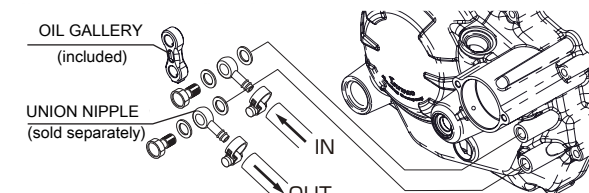


6) REPLACE TIMING OF OIL ELEMENT

Change elements once 2 exchange engine oils.
 Using dirty oil for a long time will cause clogging trouble.

13) CRANKCASE OIL LINE

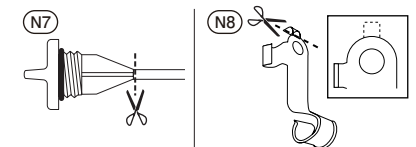
KITACO crankcase cover has by-pass type oil line.
 By using union nipple (sold separately), you can use as oil cooler oil line.



OPTION PARTS : UNION NIPPLE
 BLACK (QTY : 1) : 0900-990-90030
 BLUE (QTY : 1) : 0900-990-90010

N7) OIL LEVEL GAUGE / N8) CORD CLIP MODS

Reuses genuine parts, but requires machining mods.



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http://www.kitaco.co.jp/