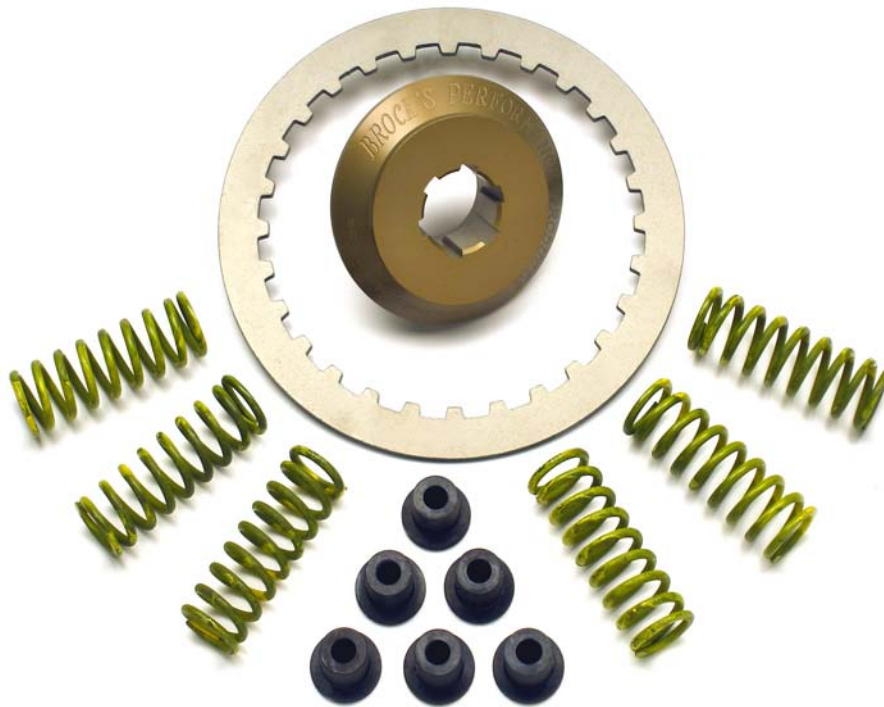




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Quick Install Guide: GSX-R1000 (07-11) Ultra Light Clutch Mod Kit

1. Assembly is in EXACT reverse order of disassembly EXCEPT install our clutch pack spacer plate (Aluminum hardcoat Hyperplate) first (innermost) - before re-installing stock clutch pack.
2. Spring pressure (stock clutch pack installed height with Hyperplate) is now set at 1.22 inches or 62 lbs. per spring (X6 springs) = 372 lbs. total (.025 shim adds @3 lbs at each spring) (Reference: STOCK pressure was 50 x 6 or 300 lbs. total)
3. *Bonus:* Readily available .50 inch I.D. / .75 inch O.D. clutch shims can be used under the flange of our top hats to fine tune spring pressure (not included).

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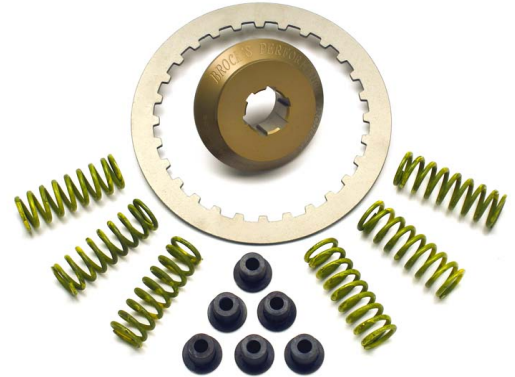


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Suzuki GSX-R1000 (07-11) Ultra Light Clutch Mod Kit

This package contains:

- 1 Brock's Performance Ultra-Mod
- 1 Brock's Performance Clutch Pack Spacer (aka: Hyperplate)
- 1 Set (6X) Brock's Performance Clutch Springs (yellow)
- 1 Set (6X) Brock's Performance Shim Adjustable Spring Tops



Special note: The terminology used in these instructions correlate with the Genuine Suzuki GSX-R1000 Service Manual (2007-08 PN: 99500-39310-03E; 2009 PN: 99500-39380-03E). We recommend the use of this manual for all Brock's Performance Product installations and/or maintenance. More Common (Race) Terminology and useful notes are in parentheses (Example.)

A note before you begin: Assembly is in EXACT reverse order of disassembly, unless otherwise noted. See Quick Install Guide for more information.

1. Remove clutch cover. The fairing need NOT be removed! It is helpful to remove the rear fairing mounting screw and gently hold the fairing away from the bike when removing the cover. Use caution-- the cover gasket is re-useable if undamaged.
2. Loosen locknuts and remove all three clutch lifter adjusting pin screws/washers/locknuts. **(These 9 parts are no longer required)**
3. Loosen and remove all 6 clutch springs/tops **(These 12 parts are no longer required)** and pressure plate.
4. Remove clutch pusher assembly.
5. Loosen clutch sleeve (inner hub) hub nut. (A special tool is available from Suzuki; we use a glove to hold the inner hub and remove the 30mm nut with an impact gun.)
6. Remove the nut, spring washer and flat washer.
7. Remove the entire inner hub and drive/driven plates (clutch pack) assembly from the countershaft (Input Shaft). There is no need to remove the outer clutch basket. Also Note: When removing the assembly from the input shaft, be sure to also remove the parts BEHIND the inner hub in order. If the assembly does not slide out smoothly, then carefully file the stock "stake mark" smooth without getting shavings into the engine!
8. The thrust washer (flat washer) may remain on the input shaft.
9. Flip the entire clutch assembly over on a flat surface. CAREFULLY remove the inner hub while allowing the clutch pack to remain intact, including the spring washer and seat (judder spring and base).

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10. Remove the clutch lifter drive cam (back-torque limiter) and TWO of the FOUR Wave Spring Washers (Belleville Springs). (The two remaining Belleville Springs will no longer be required.)
11. Install Brocks Ultra-Mod in place of the back-torque limiter with the remaining TWO Belleville Springs and the innermost spacer ring remaining in the stock location.
12. Install the inner hub and Ultra-Mod© assembly onto the input shaft. (The stake mark must be smooth on the shaft and/or threads. **DO NOT FORCE!**)
13. Install the flat washer, spring washer and nut. Torque to 68.5 lb-ft. (The glove and impact gun trick works here also.)
14. Inspect the inner hub for free spin. (If any abnormal drag is felt, **STOP and try the assembly procedures again.**)
15. Install the Brocks Performance clutch pack spacer (Hyperplate) before re-installing the clutch pack assembly EXACTLY as it was removed. (Begin with Hyperplate; add the stock flat washer and judder spring. If the judder spring continued to form a cone, the point of the cone would face TOWARDS the engine; next add the innermost stock fiber (with larger hole) and then a steel plate.)
16. Continue with the assembly until the last fiber plate remains; ROTATE this LAST fiber ONLY to align with the short slots in the outer basket (as described in the service manual)
17. Install the clutch pusher assembly. On the (07-08) models, press with thumb towards engine to offset creep.
18. Install the pressure plate. (Note: The large spline must mesh with the slot on the inner hub.)
19. Install the yellow clutch springs and shim adjustable spring tops. Torque to 7.0 lb-ft.
20. On (09-11) models, perform major and minor adjustment (See free play adjustment sheet.)
21. Install clutch cover/gasket and torque to 7.0 lb-ft.



****CHECK AND ADJUST FREE PLAY AFTER EVERY 3-4 DEAD STOP LAUNCHES****

LIMITED WARRANTY & LIABILITY DISCLAIMER

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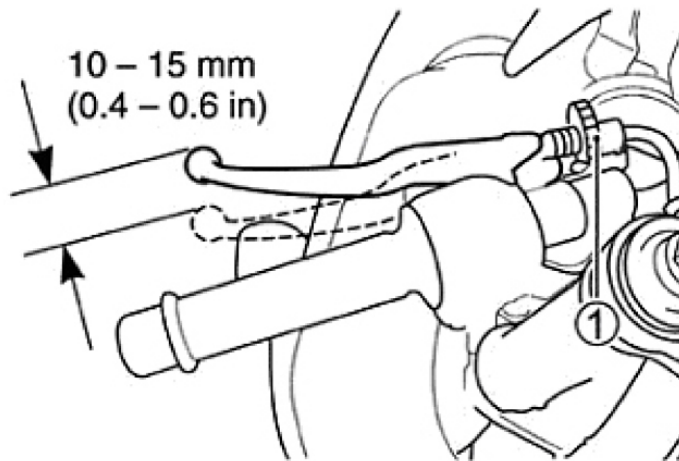
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Suzuki GSX-R1000 Free Play Adjustment



CLUTCH ADJUSTMENT

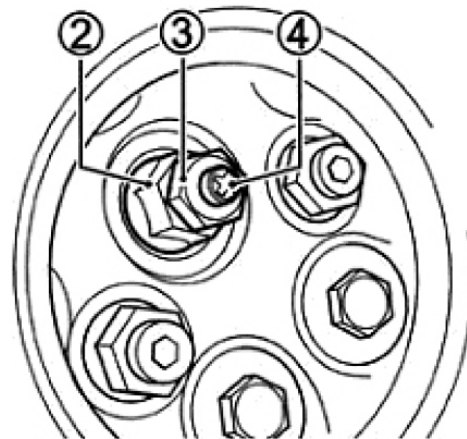
Clutch cable play should be 10-15 mm (0.4-0.6 in) measured at the clutch lever end. Adjust clutch cable play according to the following procedure:

Minor Adjustment (09-11)

Turn the clutch cable adjuster ① to provide the specified play.

Major Adjustment (09-11)

1. Turn in the adjuster ① all the way.
2. Remove the cap from the right side engine cover.
3. Hold the clutch push piece ② and loosen the lock nut ③.
4. Hold the clutch push piece ② and turn in the adjuster ④ until it stops. Hold the clutch push piece ② and turn out the adjuster 1/2 turns.
5. Hold the clutch push piece ③ and tighten the lock nut.
6. Adjust the clutch cable play with the adjuster ①.



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