

Brock's Performance • 4064 E. Patterson Road • Dayton, OH 45430 • Phone: 937-912-0054 • Fax: 937-912-0062

KAWASAKI ZX-14R (12-25) CLUTCH MOD KIT INSTALLATION INSTRUCTIONS

The Clutch Mod Kit for the Kawasaki ZX-14R replaces the OEM back-torque limiter disabling the slipper clutch. The Clutch Mod is designed to reduce rotating mass, eliminate "bucking" during dead stop launches, and increase clutch life.

Check Package Contents:

The Clutch Mod Contents Include:

1. One (1) Clutch Mod
2. Six (6) Spring Tops
3. Six (6) .180" Shim
4. Six (6) Heavy Duty Clutch Springs (purple)
5. Six (6) .020" Base Washers
6. One (1) Shim Assortment Pack (Deluxe kit only)



The 'Real Street' Clutch Mod Contents Include:

1. One (1) Clutch Mod
2. Six (6) Spring Tops
3. Three (3) .180" Shim
4. Three (3) Heavy Duty Clutch Springs (purple)
5. Three (3) Extra Heavy Duty Clutch Springs (green)
6. Three (3) .020" Base Washers



'Real Street' spring upgrade can be purchased [here](#).
If the upgrade was purchased, see step 10d.

If your package contents differ, please contact Brock's Performance at 937-912-0054.

For additional installation support please refer to the OEM service manual.
An installation video is available from Brock's Performance [here](#).

Removal Instructions:

1. Support the bike using a wheel stand or lift.
2. Remove clutch cover (see OEM service manual for details).

Caution: The clutch cover gasket is reusable. Take care to prevent damage. Replace as needed.

3. Remove six (6) OEM clutch springs/tops (these will not be reused).
4. Remove the pressure plate and clutch pusher assembly.
5. Remove the inner clutch hub nut.

Note: A special tool is available to ease removal/installation. Holding the inner clutch hub with a rag and using an impact to remove the inner clutch hub nut will also work.

6. Remove four (4) OEM torque limiter springs (these will not be reused).



Installation Instructions:

Note: Before beginning reassembly, inspect all clutch components for wear. Replace as needed.

7. Install the Clutch Mod onto the shaft with the "lip" facing towards the engine (Brock logo facing out).
8. Install the clutch inner hub nut. Torque to 100 lb-ft (135 N·m).
9. Reinstall the clutch pusher assembly and pressure plate.
10. Install the supplied clutch springs, spring tops, shims, and base washers in one of the configurations below (see shim table below for further customization).
 - a. **'Street'** – $(47 \text{ lb.} \times 6) = 282 \text{ lb.}$ Install one (1) .020" base washer with each heavy duty clutch spring.
 - b. **'Hot Street'** – $(67 \text{ lb.} \times 3) + (47 \text{ lb.} \times 3) = 342 \text{ lb.}$ Install one (1) .020" base washer on all six (6) heavy duty clutch springs and one (1) .180" shim on every other heavy duty clutch spring.
 - c. **'Smokin Street'** – $(67 \text{ lb.} \times 6) = 402 \text{ lb.}$ Install one (1) .020" base washer and one (1) .180" shim onto each heavy duty clutch spring.
 - d. **'Real Street'** – $(67 \text{ lb.} \times 3) + (130 \text{ lb.} \times 3) = 591 \text{ lb.}$ Install the extra heavy duty clutch springs (green) every other location (*no shims/base washers are used with the extra heavy duty clutch springs*). Install the .020" base washer and .180" shim with the remaining 3 heavy duty clutch springs.
11. Reinstall the clutch cover (see OEM service manual for details). Torque cover bolts to 87 lb-in (10 N·m).

Shim Thickness	Additional Force per Spring (lb.)	Spring Force (lb.)	Total Spring Force (lb.)
.025"	2	49	294
.048"	4	51	306
.062"	6	53	318
.025" + .048"	7	54	324
.048" + .048"	8	55	330
.062" + .062"	13	60	360
.025" + .062" + .062"	16	63	378
.180"	20	67	402
.062" + .180"	28	75	450

- 1) OEM reference: Spring pressure $(45 \text{ lb.} \times 6) = 270 \text{ lb.}$
- 2) To increase spring force, [Clutch Spring Spacers](#) can be purchased from [Brock's Performance](#). When adding additional spacers, check that the springs do not fully compress while pulling clutch lever.
- 3) When using the supplied heavy duty clutch springs (purple), the **MAX** total shim thickness is .242" to avoid coil bind.
- 4) Do **NOT** combine shims with extra heavy duty clutch springs (green).
- 5) Although casual riding is generally unaffected after Clutch Mod installation, some rear wheel 'chirp, hop and/or chatter' may be noticed.

ALL BROCK'S PERFORMANCE PRODUCTS ARE DESIGNED FOR CLOSED-COURSE RACETRACK USE ONLY!

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