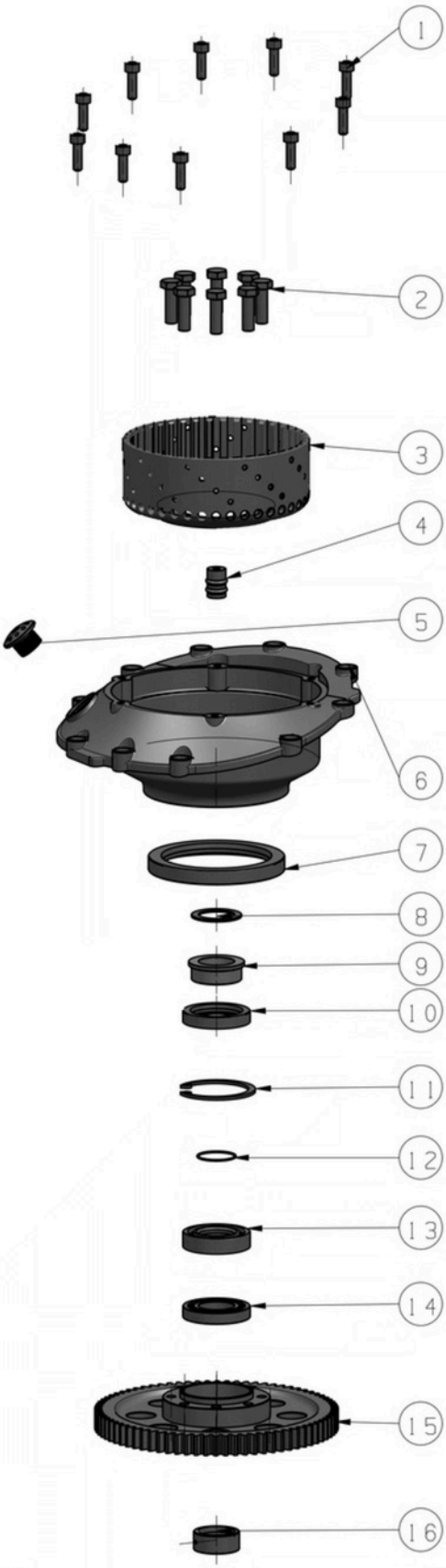
BMW S1000RR DRY CLUTCH KIT DETAILS

1. Dry Clutch Conversion Kit
2. Slipper Clutch Inner Hub Kit
3. Clutch Outer Basket Kit
4. Clutch Cover Kit
5. 48T Dry Clutch Plate Set

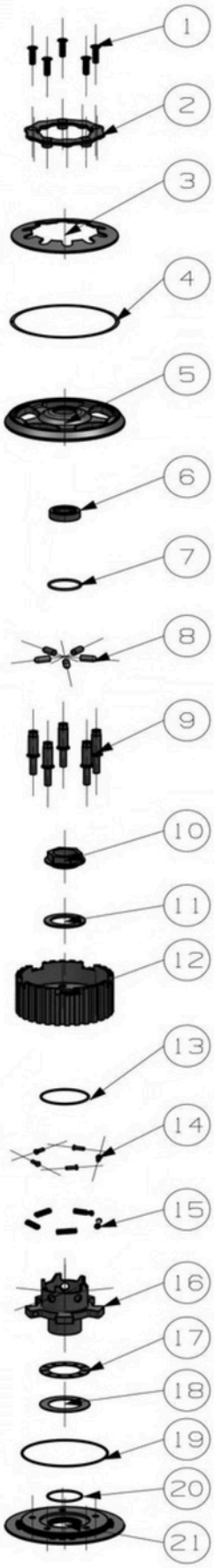
BMW S1000RR Wet-to-Dry Clutch Conversion Kit



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1	M6 Hex Socket Screw	10
2	M8 Hex Head Bolt	8
3	Clutch Outer Basket	1
4	Main Shaft Oil Plug	1
5*	Oil Screw	1
6*	Clutch Side Cover	1
7*	Oil Seal 1	1
8	Washer	1
9	Shaft Sleeve 1	1
10	Oil Seal 2	1
11	Internal Retaining Ring (Circlip)	1
12	O-Ring 1	1
13	Deep Groove Ball Bearing 1	1
14	Deep Groove Ball Bearing 2	1
15	Drive Gear	1
16	Shaft Sleeve 2	1

Note: *Components marked with "*" are factory pre-installed. OEM refers to original vehicle components.*

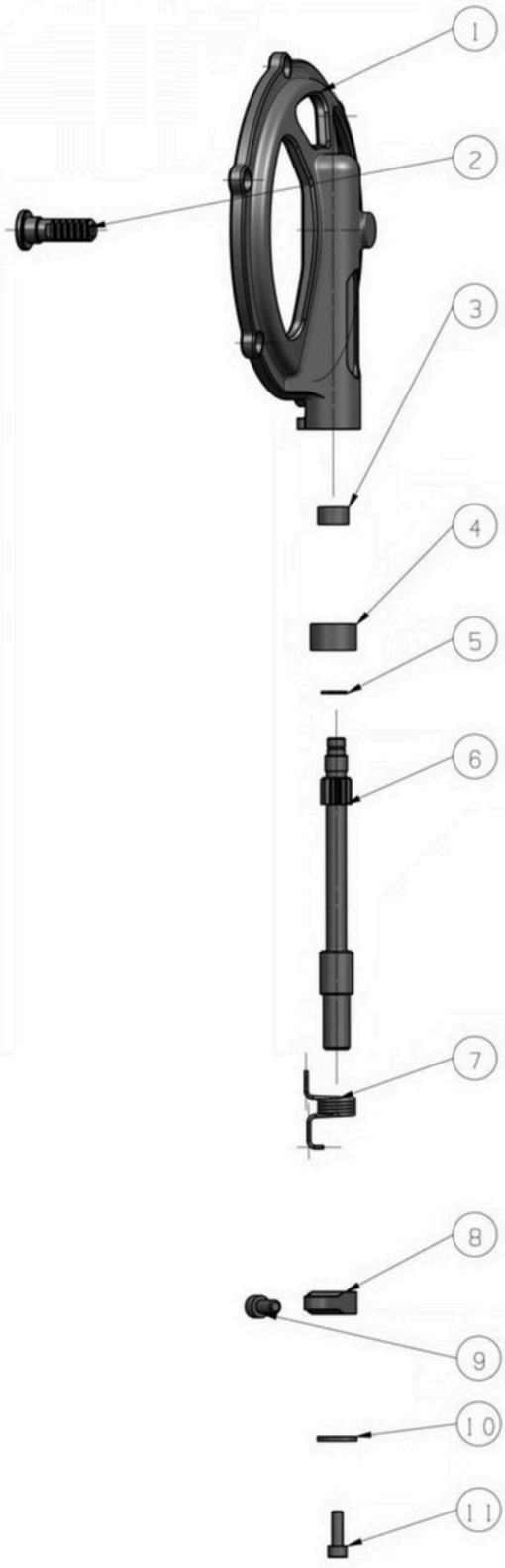
BMW S1000RR Dry Clutch Inner Hub Assembly



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1 2	M5 Hex Socket Screw	5
3	Pressure Ring	1
4*	Diaphragm Spring	1
5*	Washer 1	1
6*	Inner Hub Top Cover	1
7*	Deep Groove Ball Bearing	1
8*	Circlip 1	1
9*	Sliding Pin	1
10	Threaded Rod	5
11	Lock Nut	1
	Nut Lock Washer	1
12*	Clutch Inner Hub	1
13*	O-Ring 1	1
14*	Push Pin	5
15*	Push Pin Spring	5
16*	Sliding Gear	1
17*	Thrust Needle Roller Bearing	1
18*	Washer	1
19*	O-Ring 2	1
20*	O-Ring 3	1
21*	Inner Hub Base Cover	1

Note: *Components marked with "*" are factory pre-installed.*

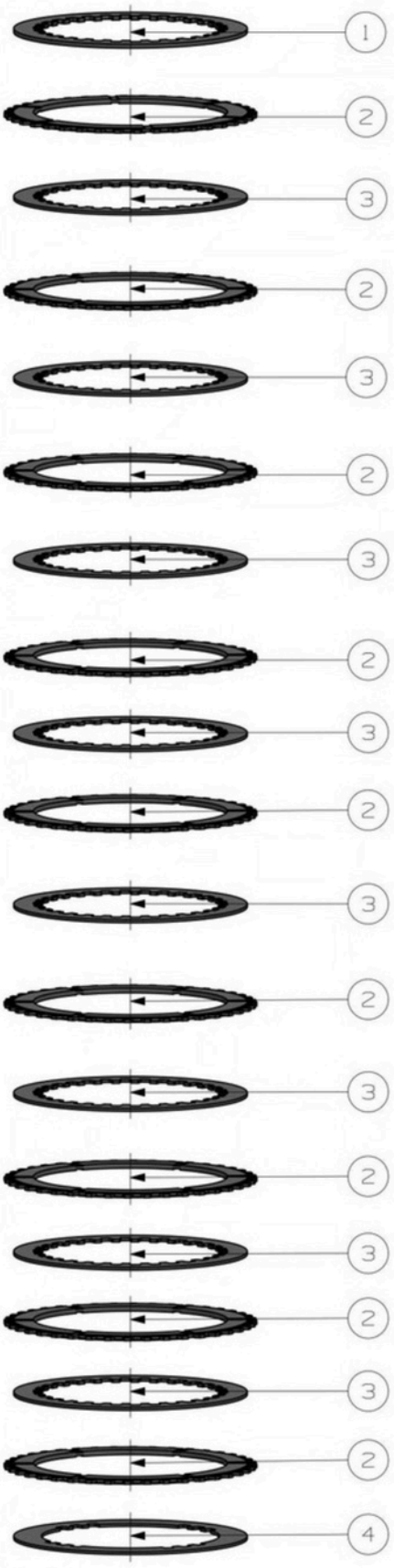
BMW S1000RR Clutch Cover Kit



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1	Clutch Cover	1
2	Rack	1
3*	Needle Roller Bearing 1	1
4*	Needle Roller Bearing 2	1
5*	Needle Roller Bearing	1
6*	Circlip (Retaining Ring)	1
7*	Torsion Spring	1
8*	Pull Rod	1
9*	M6 Hex Socket Screw	1
10*	Washer	1
11*	M5 Hex Socket Screw	1

Note: *Components marked with "*" are factory pre-installed.*

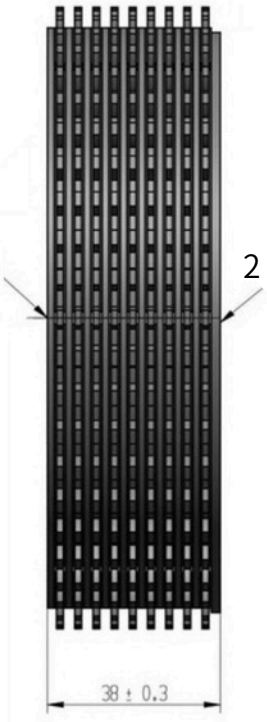
BMW S1000RR Dry Clutch Friction Plate Set



BILL OF MATERIALS		
NO.	DESCRIPTON	QTY
1	40D 2.0 mm Dry Clutch Steel Plate	1
2	40D 2.5 mm Dry Clutch Friction Plate	9
3	40D 1.5 mm Dry Clutch Steel Plate	8
4	40D 1.4 mm Base Dry Clutch Steel Plate	1

Engine side

1.4 mm steel plate



Outer side

2 mm steel plate

INSTALLATION MANUAL
BMW S1000RR WET-TO-DRY CLUTCH CONVERSION KIT

Preface

It is strongly recommended that the removal of OEM components and the complete installation of the XTXZ kit be carried out by qualified professional technicians. To simplify and expedite the replacement of the entire clutch assembly, several components in the kit are pre-assembled.

For the Dry Clutch Conversion Kit (Parts List Reference), parts 5 and 7 are pre-installed on the clutch side cover (6), and the O-ring is pre-installed inside the main shaft oil plug (4).

For the Dry Clutch Inner Hub Assembly Kit (Parts List Reference), parts 9, 12, 13, 14, 15, 16, 17, 18, 19, and 20 are pre-installed on the clutch inner hub base cover (21), while parts 4, 6, 7, and 8 are pre-installed on the clutch inner hub top cover (5).

For the Clutch Cover Kit (Parts List Reference), parts 3, 4, 5, 6, 7, 8, 9, 10, and 11 are pre-installed on the clutch cover. All remaining components are supplied separately. Please refer to the following instructions for their correct installation positions.

Preparation Step: Disassembly of Original Factory Parts

Step 1: If using a center stand, the engine oil must be drained first. If the motorcycle remains on the side stand throughout the procedure, draining the engine oil is not required. When removing the clutch cover, take care to protect the gasket if it will be reused.

Step 2: Remove the OEM clutch assembly according to the manufacturer's specifications, then remove the OEM clutch basket and main shaft gear set, ensuring that no original factory components remain on the main shaft.

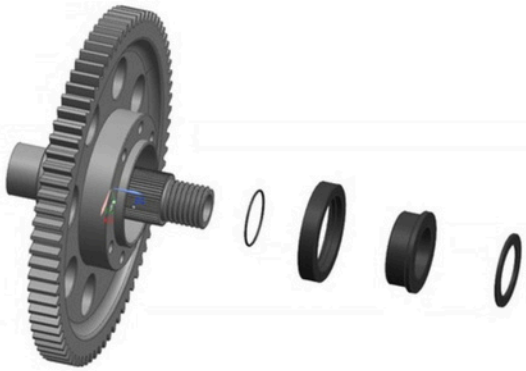
XTXZ Kit Installation Procedure

Step 3: Install the main shaft sealing plug from the dry clutch conversion kit into the center bore of the transmission main shaft.

Step 4: Install Shaft Sleeve 1 (9) from the dry clutch conversion kit into the transmission main shaft.

Step 5: Following the sequence and orientation shown in the diagram, install the drive gear (15), deep groove ball bearing 1 (13), deep groove ball bearing 2 (14), and the internal retaining ring (11) into the transmission main shaft.

Step 6: Following the sequence shown in the diagram, install Washer (9), O-Ring 1 (12), Oil Seal 2 (10), and Shaft Sleeve 2 (16) from the dry clutch conversion kit.



Step 7: Using the M6 hex socket screws (1) supplied in the dry clutch conversion kit, secure the clutch side cover (6) to the motorcycle body and tighten to 10 N·m. Ensure clearance from any interference areas within the engine casing.

Step 8: Install the clutch outer basket (3) into the clutch side cover (6) and secure it using the M8 hex bolts (2) supplied in the dry clutch conversion kit. Apply medium-strength threadlocker to 3–4 threads on the side opposite the bolt head, then tighten the bolts to a final torque of 38 N·m.

Step 8: Install the pre-assembled XZXT clutch inner hub assembly onto the transmission main shaft. (The 40D 1.4 mm base dry clutch steel plate is pre-installed on the inner hub.)

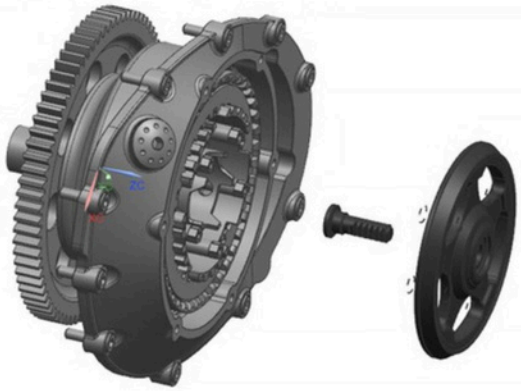
Step 9: Position the nut lock washer (11) from the dry clutch inner hub assembly as shown in the diagram, then secure it to the transmission main shaft using the M20 lock nut (10) tightened to 160 N·m.

Step 10: Install the dry clutch friction plate set into the gap between the outer basket and the inner hub, following the orientation shown in the diagram.

Step 11:

① Install the rack (2) from the clutch cover kit onto the bearing of the inner hub top cover. It is recommended to apply high-temperature grease to fully lubricate the rack.

② Install the pre-assembled clutch inner hub top cover.



Step 12: Following the sequence and orientation shown in the diagram, install the diaphragm spring (3), pressure ring (2), and M5 hex socket screws (1) from the dry clutch inner hub assembly, and tighten to 5 N·m to secure them to the clutch inner hub assembly.

Step 13: Following the OEM installation sequence, transfer the components from the original clutch cover to the XTXZ clutch cover. Secure the newly assembled clutch cover to the clutch side cover. During installation, ensure that the rack is properly engaged with the OEM gear shaft and that the rack is correctly seated in the bearing within the clutch cover. Finally, adjust the clutch lever to maintain proper free play. If the engine oil was drained, refill it to the specified oil level.