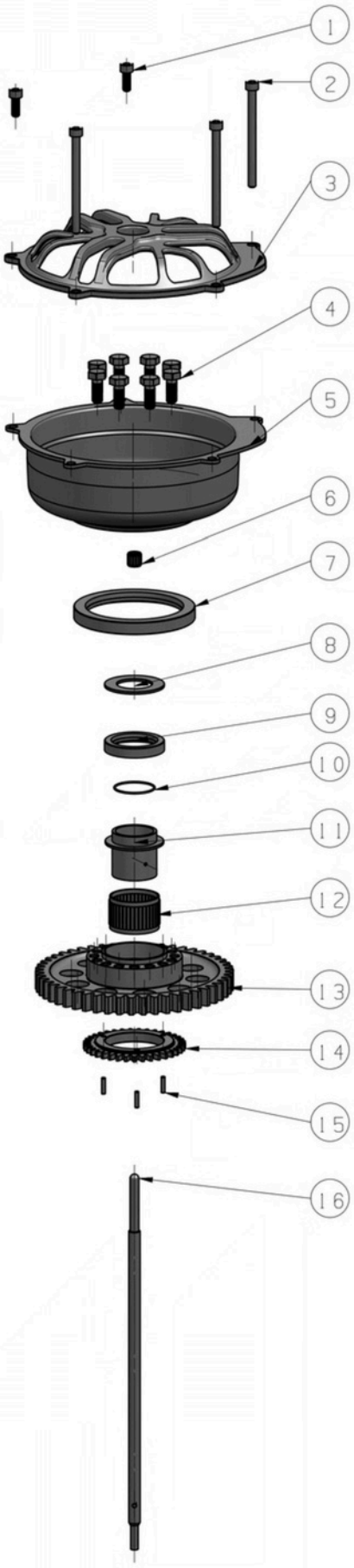
KTM 1290 SUPER DUKE DRY CLUTCH KIT DETAILS

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

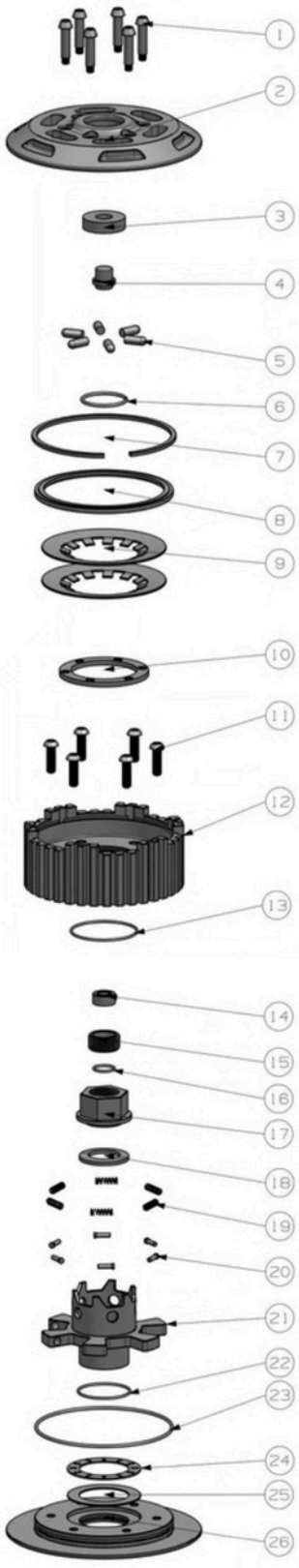
KTM 1290 Super Duke – Wet Clutch to Dry Clutch Conversion Kit



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1	M6 Socket Head Cap Screw	2
2	M6 Socket Head Cap Screw	3
3	Clutch Upper Cover	1
4	M8 Hex Head Bolt	1
5	Clutch Side Cover	1
6	Needle Roller Bearing 1	1
7*	Oil Seal 1	1
8*	Washer	1
9*	Oil Seal 2	1
10*	O-Ring	2
11*	Shaft Sleeve	1
12*	Needle Roller Bearing 2	1
13*	Drive Gear	1
14*	Oil Pump Gear	1
15*	Dowel Pin	3
16	Push Rod	1

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

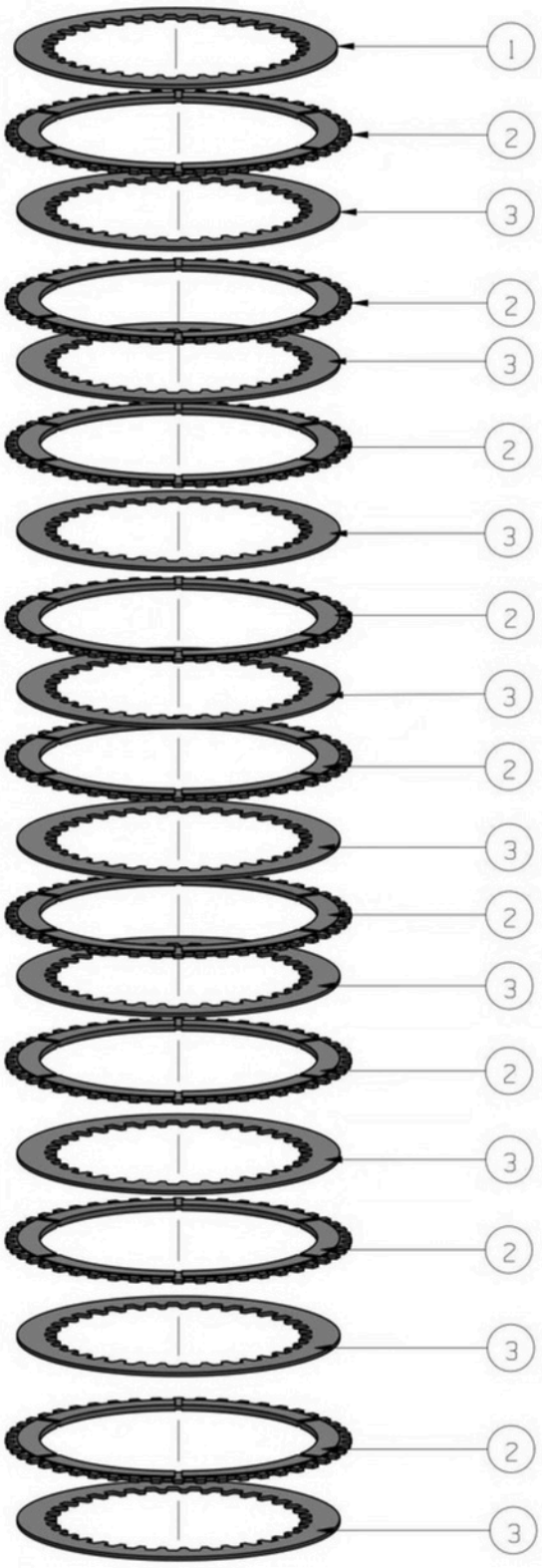
KTM 1290 Super Duke – Dry Clutch Inner Drum Assembly



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1	M4 Socket Head Cap Screw	6
2	Clutch Inner Drum Top Cover	1
3*	30×12×8 Bearing	1
4*	End Cap	1
5*	Sliding Pin	6
6*	31×2 Circlip	1
7*	102×95×2.5 Circlip	1
8*	98×85×4 Circlip	1
9*	Diaphragm Spring	2
10*	Lock Ring	1
11*	M6×20 Socket Head Cap Screw	6
12*	48D Clutch Inner Drum	1
13*	45×1.5 O-Ring	1
14*	16×7×7 Oil Seal	1
15	Sealing Screw	1
16	13×1.5 O-Ring	1
17	M22 Nut	1
18	Lock Washer	1
19*	Spring	6
20*	Push Pin	6
21*	Sliding Gear	1
22*	35×1.5 O-Ring	1
23*	94×2 O-Ring	1
24*	52×35 Thrust Needle Roller Bearing	1
25*	52×35×1 Washer	1
26*	Clutch Inner Drum Bottom Cover	1

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

KTM 1290 Super Duke Dry Clutch Friction Plate Set



BILL OF MATERIALS		
NO.	**DESCRIPTON**	**QTY**
1	48T 2.0mm Dry Clutch Steel Plate	1
2	48T 2.5mm Dry Clutch Friction Plate	9
3	48T 1.5mm Dry Clutch Steel Plate	9

INSTALLATION MANUAL
KTM 1290 SUPER DUKE WET-TO-DRY CLUTCH CONVERSION KIT

Preface

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

For the Dry Clutch Conversion Kit (Parts List reference numbers):

Parts 7, 8, 9, 10, 11, 12, 13, and 14 are pre-installed on the clutch side cover (5). The O-ring is pre-installed inside the shaft sleeve (10).

For the Dry Clutch Inner Drum Assembly Kit (Parts List reference numbers):

Parts 8, 9, 10, 11, 12, 13, 14, 20, 21, 22, 23, 24, 25, 26, and 27 are pre-installed on the clutch inner drum bottom cover (27). Parts 4, 5, 6, and 7 are pre-installed on the clutch inner drum top cover (3). All remaining components are supplied separately. Please refer to the following instructions for their installation positions.

Preparation Step: Disassembly of Original Factory Parts

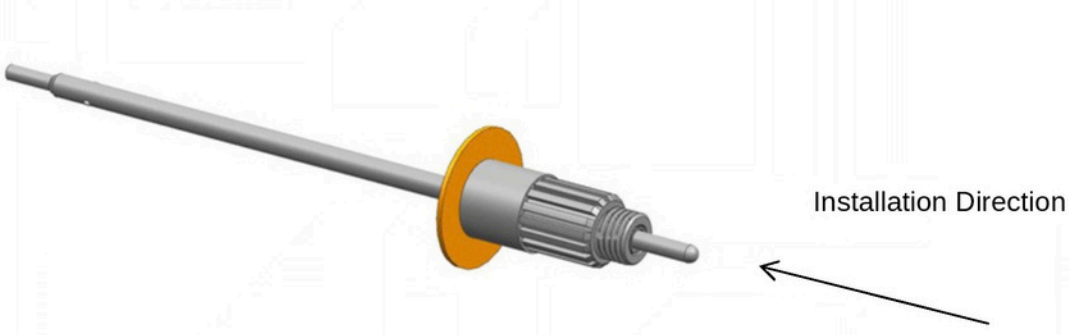
Step 1: If using a center stand, the engine oil must be drained first. If the motorcycle remains on the side stand throughout the procedure, draining the engine oil is not required. When removing the clutch cover, take care to protect the gasket if it will be reused.

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.

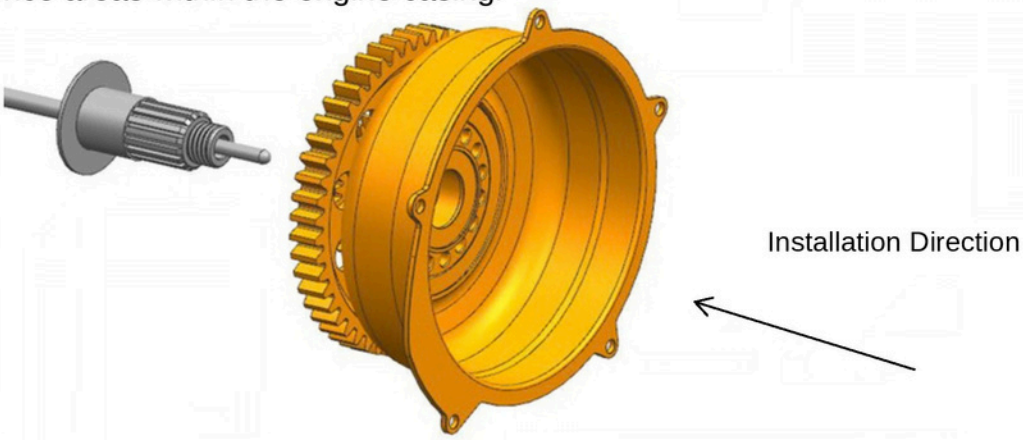
XTXZ Kit Installation Procedure

Step 3: Install the 11×7×10 needle roller bearing (6) from the dry clutch conversion kit onto the transmission main shaft, ensuring it is installed in the orientation shown in the diagram.

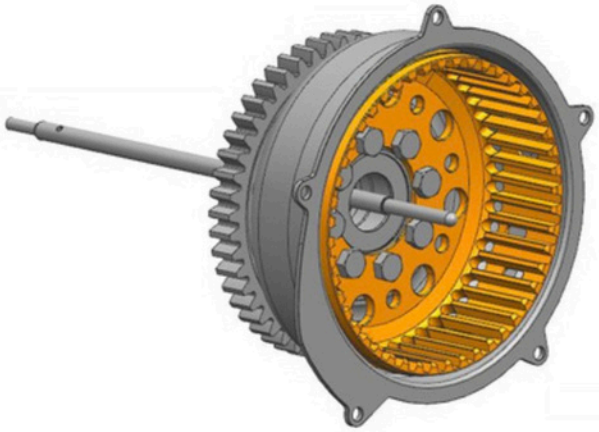
Step 4: Install the OEM washer (spacer) from the original wet clutch onto the main shaft.



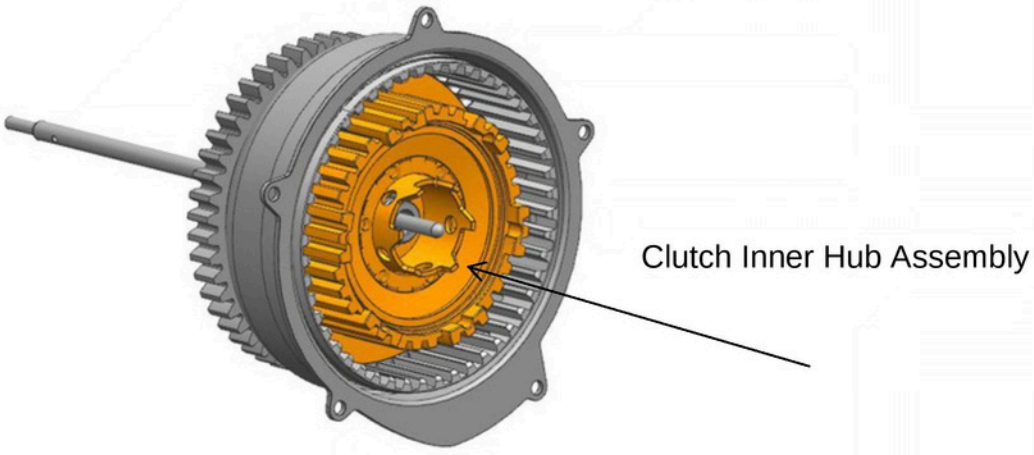
Step 5: Install the pre-assembled dry clutch conversion kit onto the main shaft, ensuring clearance from any interference areas within the engine casing.



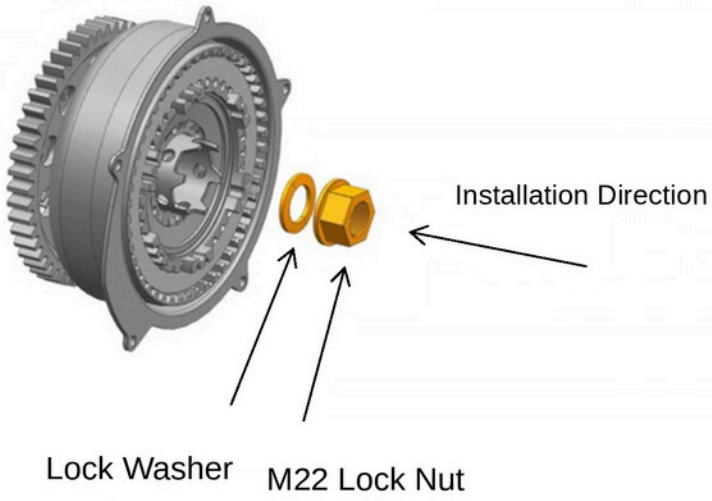
Step 6: Install the clutch outer basket onto the drive gear and secure it using the M8×20 hex bolts (4) supplied in the dry clutch conversion kit. Apply medium-strength threadlocker to 3–4 threads on the side opposite the bolt head, then tighten the bolts to a final torque of 38 N·m.



Step 7: Install the pre-assembled XZXT clutch inner hub assembly onto the transmission main shaft.



Step 8: Position the lock washer (19) from the dry clutch inner hub assembly as shown in the diagram, then secure it to the transmission main shaft using the M22 lock nut tightened to 160 N·m.

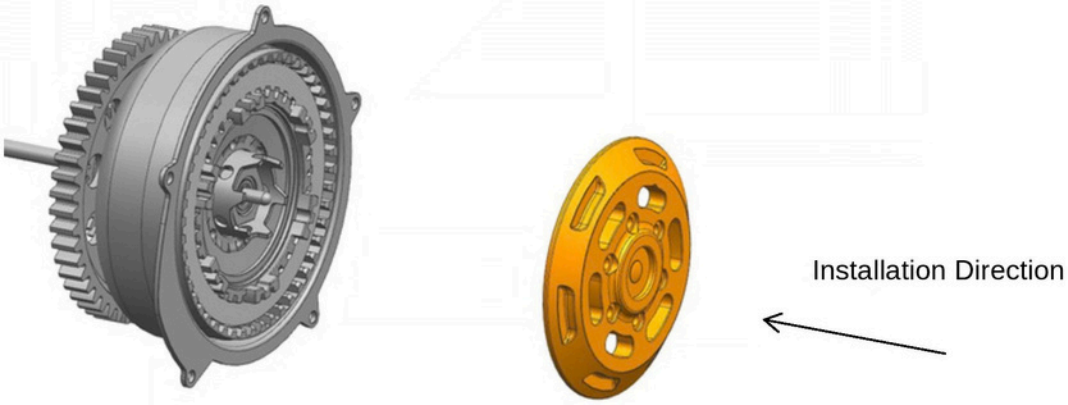


Step 9: First install the 13 × 1.5 O-ring (17) from the dry clutch inner hub assembly into the sealing screw (16), then tighten the sealing screw (16) into the M22 lock nut (18). Next, install the 16 × 7 × 7 oil seal (15) into the sealing screw (16).

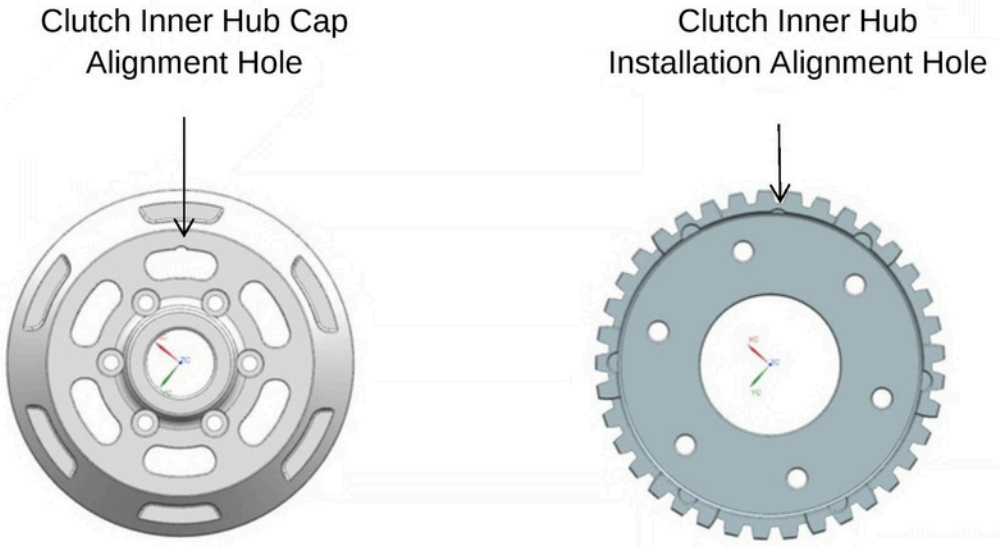
Step 10: Install the push rod (15) from the dry clutch conversion kit onto the transmission main shaft, ensuring it is installed in the orientation shown in the diagram.

Step 11: 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.

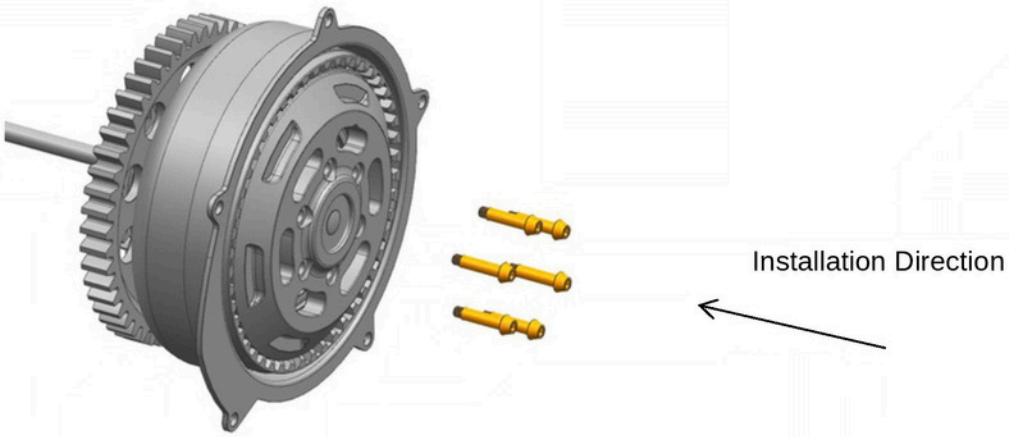
Step 12: Install the pre-assembled clutch inner hub cap onto the inner hub assembly.



Note: *The alignment hole on the clutch inner hub cap must match the orientation of the clutch inner hub during installation.*



Step 13: Secure using the six M4 hex socket screws (1) supplied in the dry clutch inner hub assembly kit, and tighten to a torque of 5 N·m.



Step 14: Following the orientation and positions shown in the diagram, use the M6 × 16 hex socket screws (1) and M6 × 80 hex socket screws (2) supplied in the dry clutch conversion kit to secure the clutch cover (3) to the clutch side cover (5).