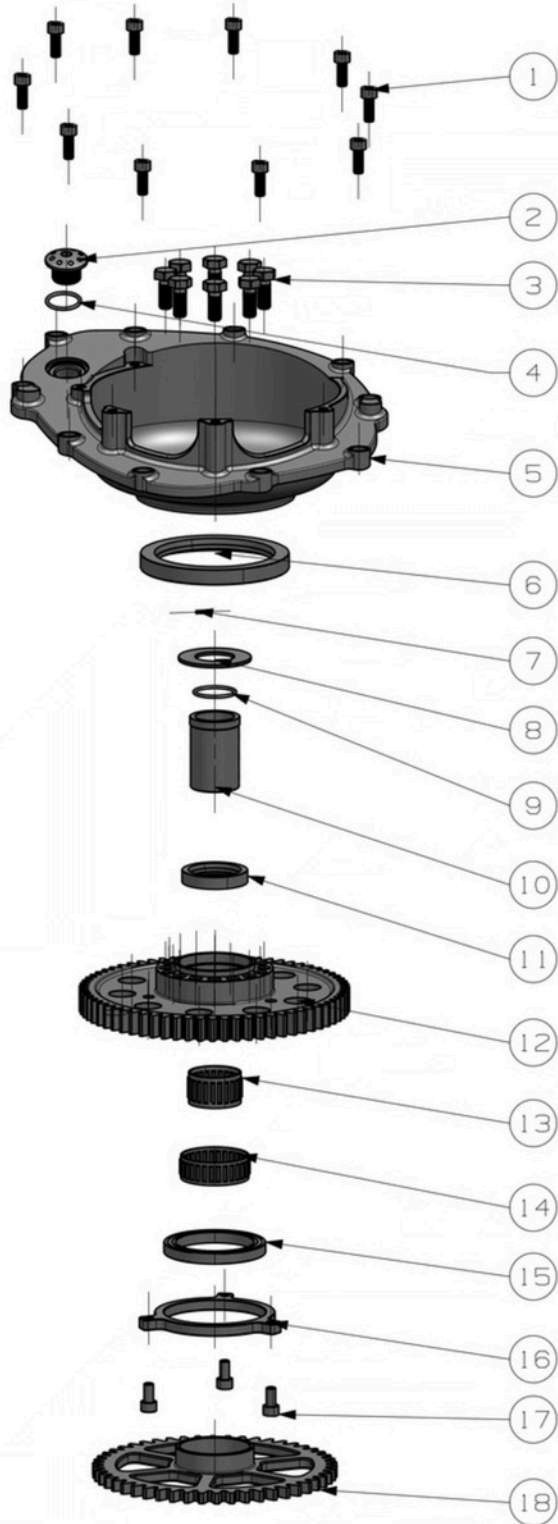




YAMAHA YZF-R1 DRY CLUTCH INSTALLATION MANUAL – KIT DETAILS

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

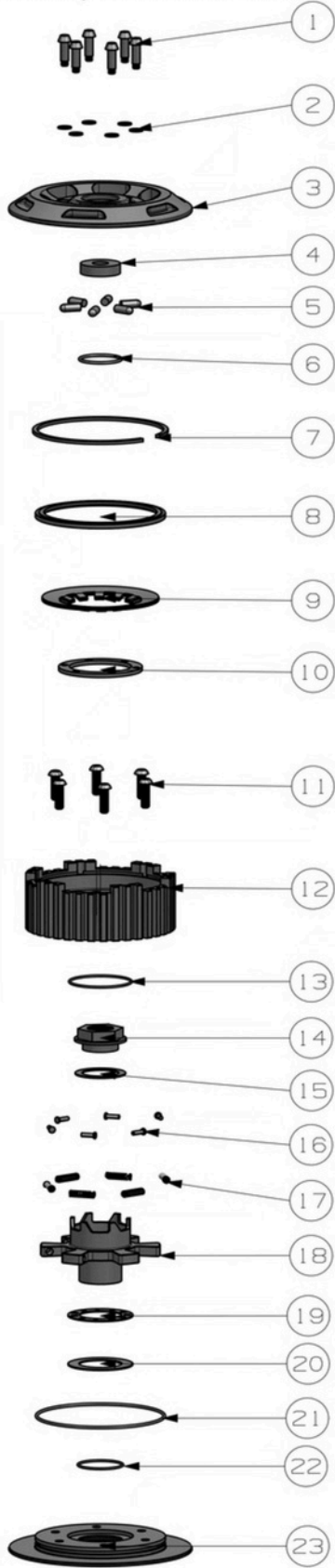
Yamaha YZF-R1 Wet-to-Dry Clutch Conversion Kit



BILL OF MATERIALS		
NO.	DESCRIPTION	QTY
1	M6 × 16 Hex Socket Screw	10
2*	Oil Screw	1
3*	M8 × 20 Hex Head Bolt	8
4*	O-Ring 1	1
5*	Clutch Side Cover	1
6*	Oil Seal	1
7	Copper Dowel Pin	1
8	Washer	1
9*	O-Ring 2	1
10	Shaft Sleeve	1
11*	Oil Seal	1
12*	Drive Gear	1
13*	Needle Roller Bearing	1
14	OEM Needle Roller Bearing	1
15	OEM One-Way Starter Bearing	1
16	OEM Bearing Carrier	1
17	OEM Screw	3
18	OEM Starter Gear	1

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

XTXZ Yamaha R1 Dry Clutch Inner Hub Assembly



BILL OF MATERIALS		
NO.	DESCRIPTON	QTY
1*	M4 Hex Socket Cap Screw	6
2*	M4 Flat Washer	6
3*	Clutch Inner Hub Top Cover	1
4*	Bearing	1
5*	Slide Pin	6
6*	Circlip 1	1
7*	Circlip 2	1
8*	Circlip 3	1
9*	Diaphragm Spring	2
10*	Lock Ring	1
11*	M6×20 Hex Socket Cap Screw	6
12*	48D Clutch Inner Hub	1
13*	O-Ring	1
14	M20 Nut	1
15	Lock Washer	1
16*	Ejector Pin	6
17*	Spring	6
18*	Sliding Gear	1
19*	Thrust Needle Bearing	1
20*	Gasket	1
21*	O-Ring 1	1
22*	O-Ring 2	1
23*	Inner Hub Bottom Cover	1

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

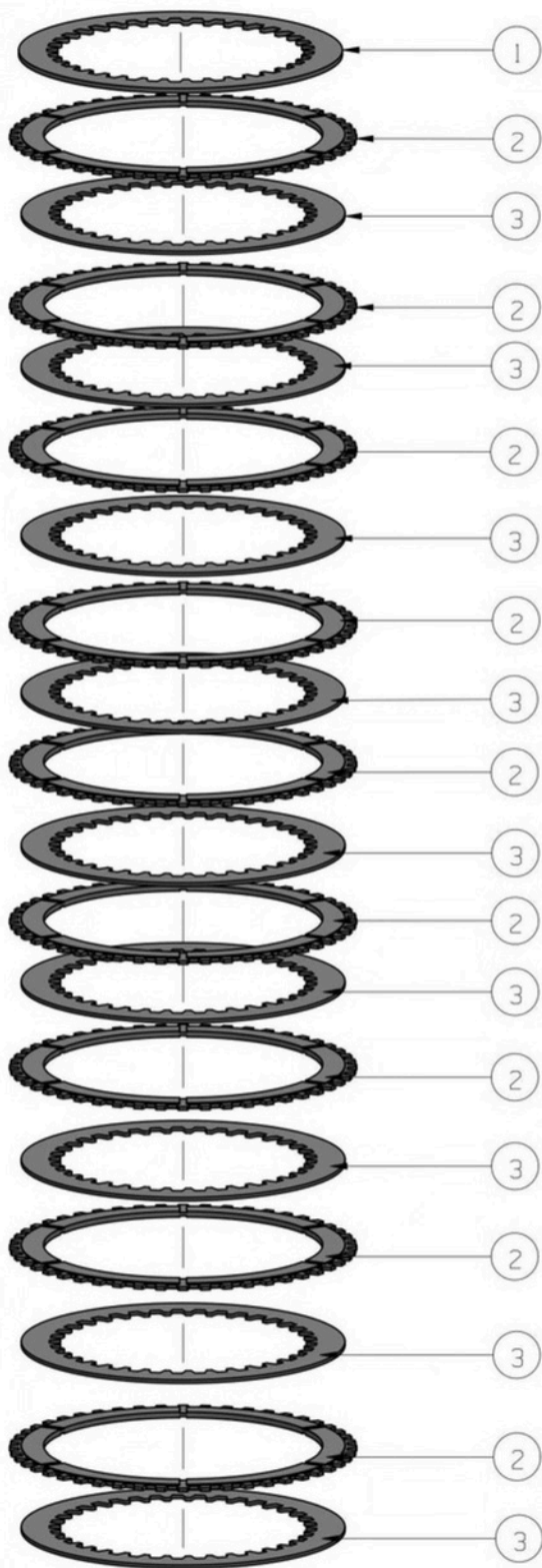
XTXZ Yamaha R1 Clutch Cover Kit



BILL OF MATERIALS		
NO.	DESCRIPTON	QTY
1	M6×16 Hex Socket Cap Screw	5
2	Rack	1
3	Clutch Upper Cover	1
4*	14×10×8 Needle Bearing	1
5*	21×15×12 Needle Bearing	1
6	OEM Open Retaining Ring	1
7	OEM Gear Shaft	1
8	OEM Torsion Spring	1
9	OEM Pull Rod	1
10	OEM Washer	1
11	OEM Shaft Retaining Ring	1

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

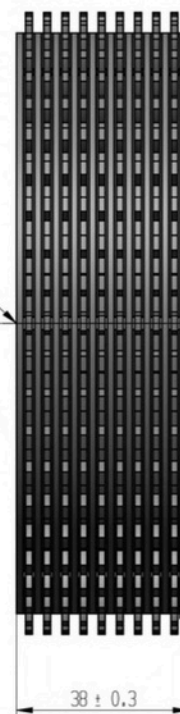
Yamaha YZF-R1 Dry Clutch Friction Plate Set



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

小鼓底盖侧
(1.5MM干离钢片)

小鼓顶盖侧
(2MM干离钢片)



38 ± 0.3



INSTALLATION MANUAL

YAMAHA YZF-R1 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 7, 8, 10, 11, 12, 13, and 14 are pre-installed on the clutch side cover (5), and the O-ring is pre-installed inside the shaft sleeve (10).

For the Dry Clutch Inner Hub Assembly Kit (Parts List Reference), parts 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, and 22 are pre-installed on the clutch inner hub base cover (23), while parts 4, 5, and 6 are pre-installed on the clutch inner hub top cover (3).

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

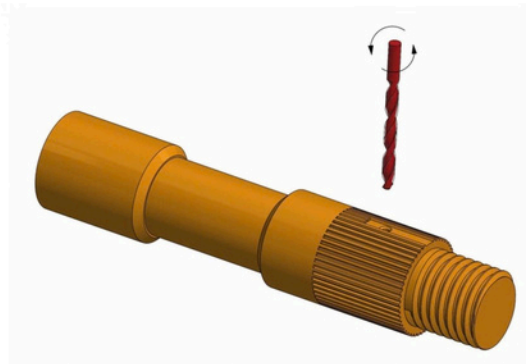
Pre-Operation: Disassembly of Original Components

Step 1: Drain the engine oil if a center stand is used; no need to drain the engine oil if a side stand is used throughout the process. Protect the reusable gaskets when removing the clutch end cover.

Step 2: Disassemble the original clutch assembly in accordance with the manufacturer's specifications, then remove the original clutch hub and main shaft gear set. Ensure no original residual components remain on the main shaft.

XTXZ Kit Installation Operations

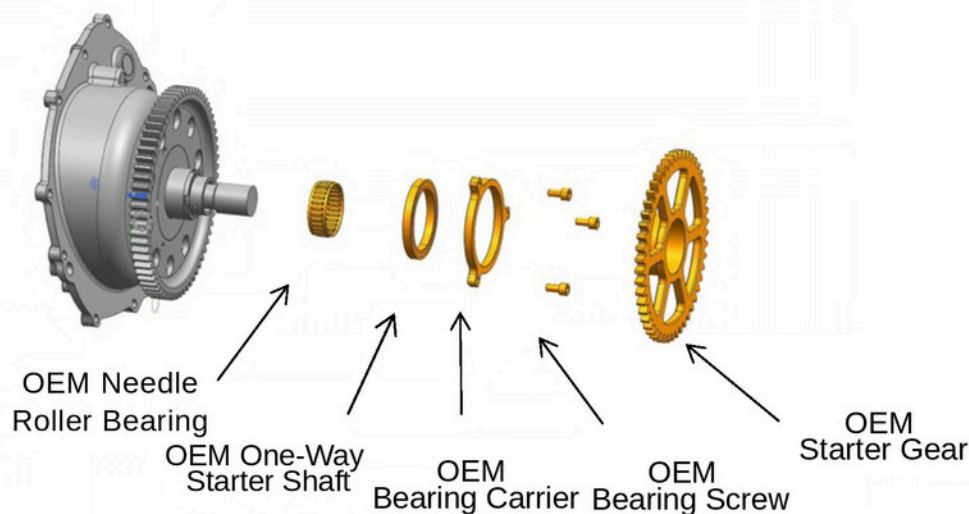
Step 3: Use the chamfering tool in the accessory kit to chamfer the oil hole of the transmission main shaft.



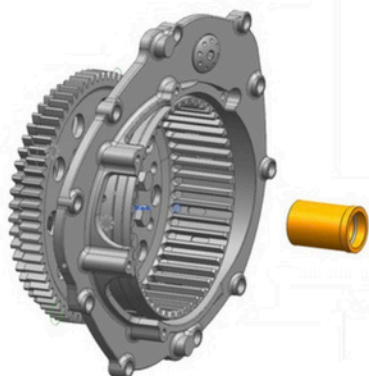
Step 4: Insert the Copper Pin (7) from the Dry Clutch Conversion Kit into the oil hole, exposing about 1MM for easy removal later.



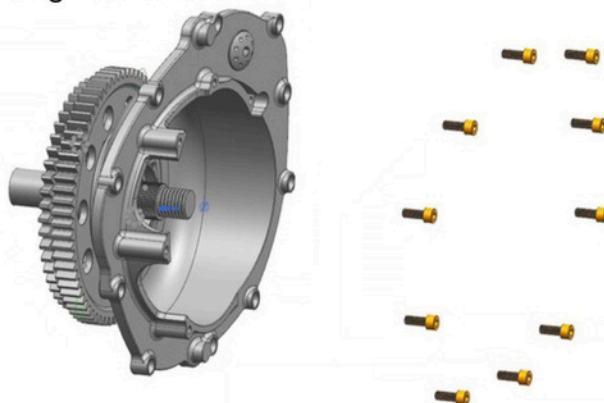
Step 5: Assemble the OEM Needle Bearing (14), OEM Bearing Bracket (16), OEM One-Way Starter Bearing (15), OEM Screw (17) and OEM Starter Gear (18) from the Dry Clutch Conversion Kit to the OEM Drive Gear in the order shown in the diagram.



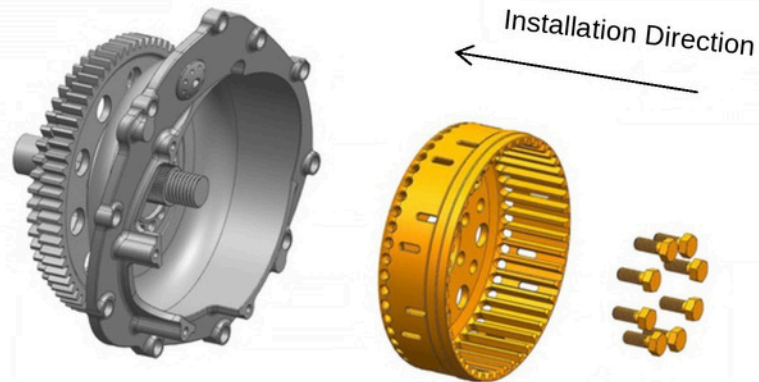
Step 6: Install the Bushing (10) with preassembled O-Ring (9) from the Dry Clutch Conversion Kit into the Drive Gear (12). Note: Apply grease to the mating outer surface of the Bushing (10) and Skeleton Oil Seal (11) before installation.



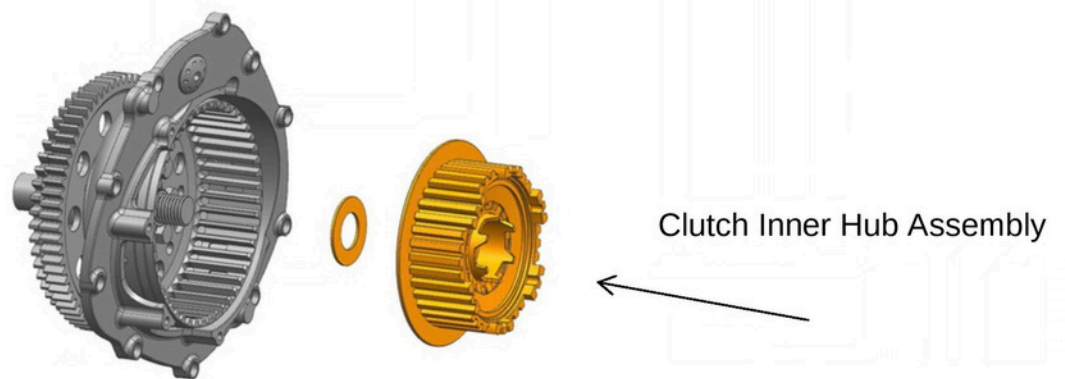
Step 7: Fit the assembled Dry Clutch Conversion Kit from Step 6 onto the main shaft, and fasten it to the transmission with M6×16 Hex Socket Cap Screws (1) to a torque of 10 N·m. Avoid interference areas inside the engine crankcase.



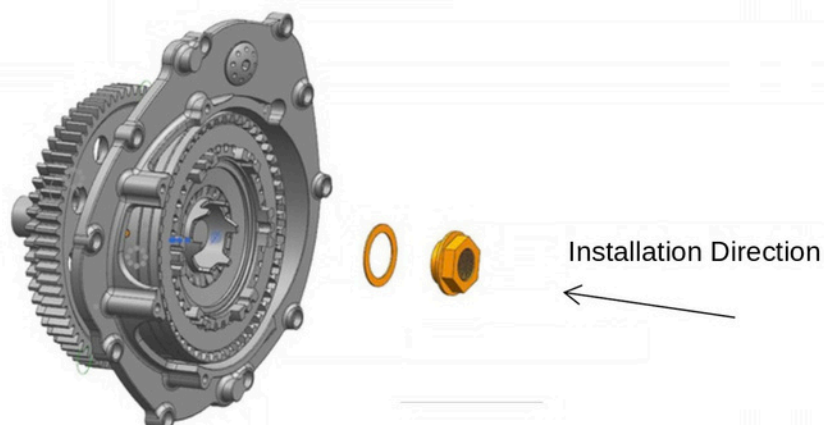
Step 8: Install the Clutch Outer Hub into the Clutch Side Cover (5) and use M8×20 Hex Head Bolts (3) from the Dry Clutch Conversion Kit. Apply medium-strength thread locker to 3-4 threads on the opposite side of the bolt head, and finally tighten the bolts to a torque of 38 N·m.



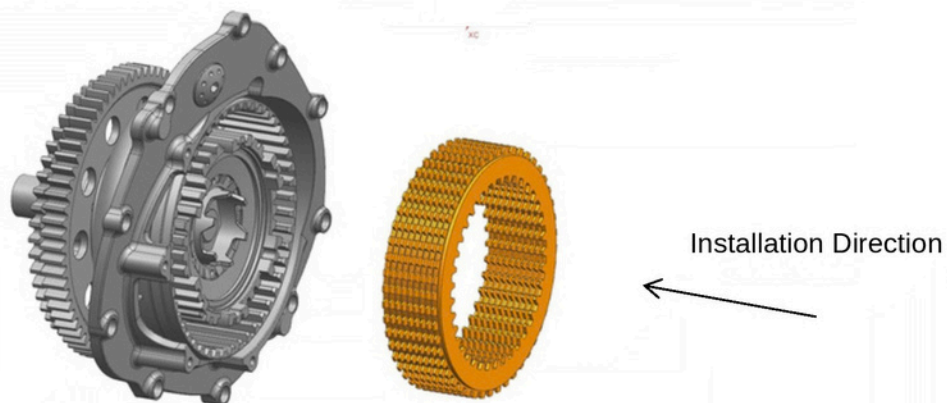
Step 9: Place the Gasket (8) from the Dry Clutch Conversion Kit, then mount the preassembled XTXZ Clutch Inner Hub Assembly onto the transmission main shaft.



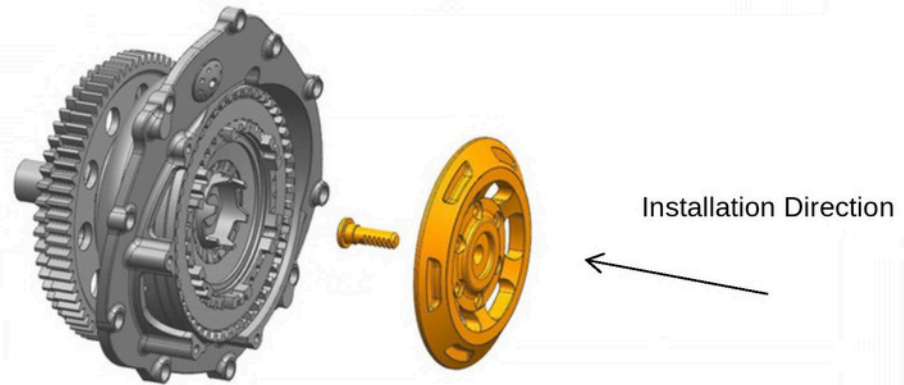
Step 10: Place the Lock Washer (15) from the Dry Clutch Inner Hub Assembly as shown in the diagram, and lock it to the transmission main shaft with the M20 Lock Nut (14) to a torque of 160 N·m.



Step 11: Assemble the Dry Clutch Friction Plate Set into the gap between the outer hub and inner hub in the direction shown in the diagram.

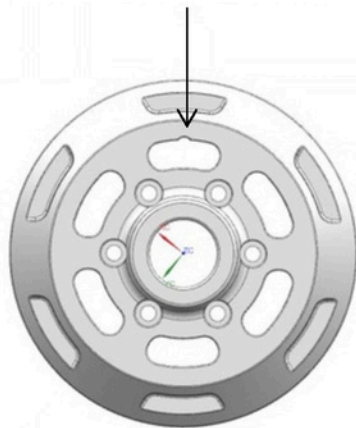


Step 12: ① Insert the Rack (2) from the Clutch Cover Kit onto the bearing of the inner hub top cover. It is recommended to fully lubricate the rack with high-temperature grease. ② Install the preassembled Clutch Inner Hub Top Cover.

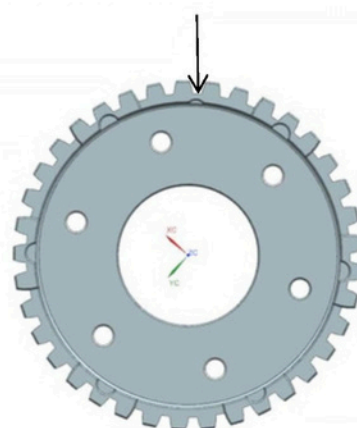


Note: The alignment holes of the clutch inner hub top cover must be aligned with those of the clutch inner hub.

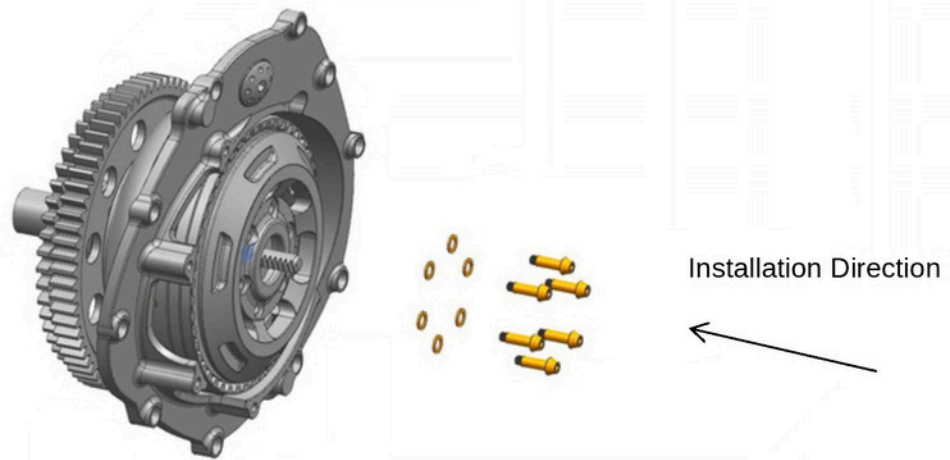
Clutch Inner Hub Top Cover
Installation Alignment Hole



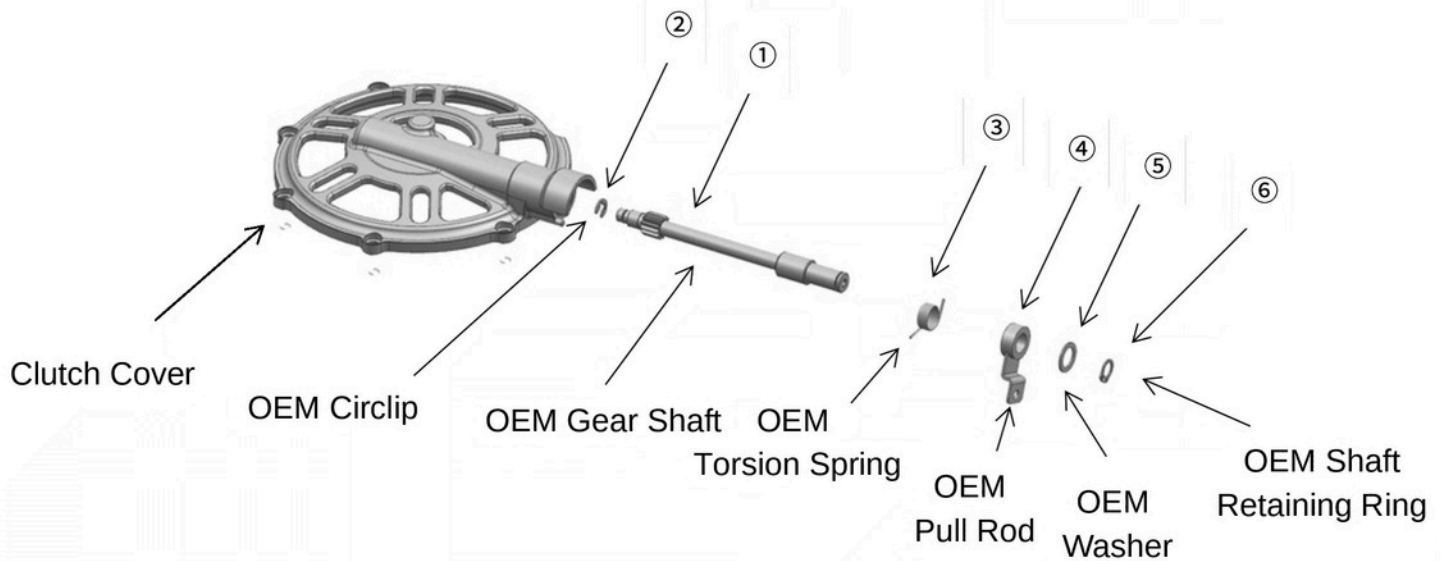
Clutch Inner Hub
Installation Alignment Hole



Step 13: Fix with 6 M4 Hex Socket Cap Screws (1) and 6 M4 Flat Washers (2) from the Dry Clutch Inner Hub Assembly Kit, tightening to a torque of 5 N·m.



Step 14: Assemble the OEM Open Retaining Ring, OEM Gear Shaft, OEM Torsion Spring, OEM Pull Rod, OEM Washer and OEM Shaft Retaining Ring into the Clutch Upper Cover (3) in the order and direction shown in the diagram.



Step 15: Fasten the newly assembled Clutch Upper Cover to the Clutch Side Cover with M6×16 Hex Socket Cap Screws (1) from the Clutch Cover Kit. Note: Ensure the rack is correctly connected to the OEM gear shaft and the rack is accurately inserted into the bearing in the Clutch Upper Cover. Finally, adjust the clutch lever to reserve an appropriate lever gap; refill the engine oil to the specified level if it was drained earlier.

