



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

Installation Instructions for Kawasaki ZX-14R (2012) Clutch Mod Kit

This package contains:

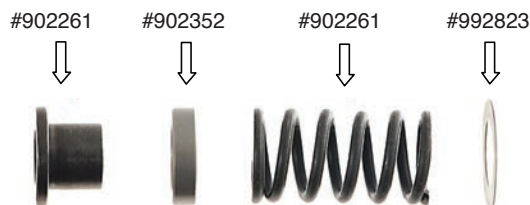
- (1x) Clutch Mod (#270539)
- (6x) Shim Adjustable Spring Top (#901429)
- (6x) Clutch Spring Spacers (#902352)
- (6x) Heavy Duty (HD) Clutch Spring (#902261)
- (6x) Spring Base Washers (#992823)



Special notes:

Please inspect your clutch fully for any signs of wear and/or damage before installation. We recommend the use of a factory service manual for all Brock's Performance product installations and/or maintenance. (Assembly is in EXACT reverse order of disassembly, unless otherwise noted.)

1. Remove clutch cover.
2. Loosen and remove all (6X) clutch springs/tops, pressure plate, thrust washer, needle bearing, and clutch pusher. (You will no longer use your (6X) OEM springs or spring/tops.)
3. Loosen clutch inner hub nut. (A special tool is available to hold the hub. We use a glove or rag to hold the inner hub and with your thumb apply pressure to the clutch pack and remove the nut with a 3/8 impact driver.)
4. Remove the nut and the four springs; the springs are no longer required. We recommend tie-wrapping the springs together in the order they were removed for future use if needed. **See Fig. 1.**
5. Place the clutch mod onto the shaft with the lip facing in toward the engine. Brock's logo should be facing outward. **See Fig. 2.**
6. Replace the nut and torque to 100 ft. lbs. (135Nm.) The glove and 3/8 impact driver trick works here also.
7. Re-install the pressure plate, thrust washer, needle bearing, and clutch pusher.
8. Install the spring base washers, heavy duty clutch springs, clutch spring spacers and shim adjustable spring tops. **See Fig. 3.**
OEM recommended torque specs = 97 inch lbs. (11Nm.) per clutch spring bolt.
9. Replace the cover. Install and torque the bolts to 89 inch lbs. (10Nm.)



All Brock's Performance products are designed for closed-course race track use ONLY!

For more information on Brock's Performance Warranty and Terms and Conditions:

www.BrocksPerformance.com > About Us > Terms and Conditions

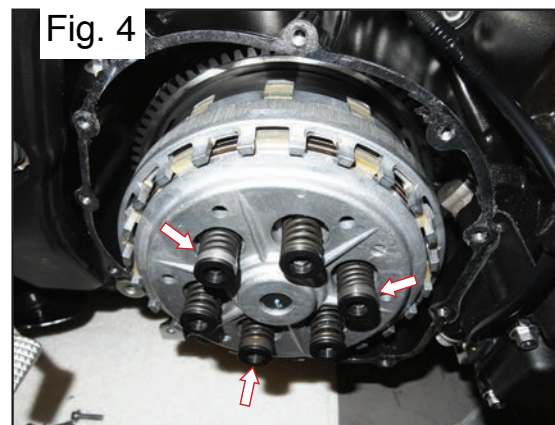
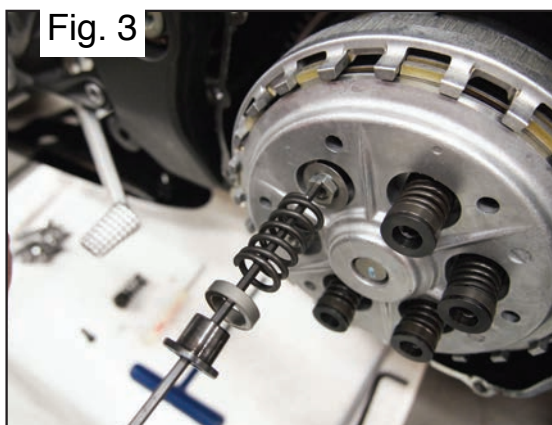
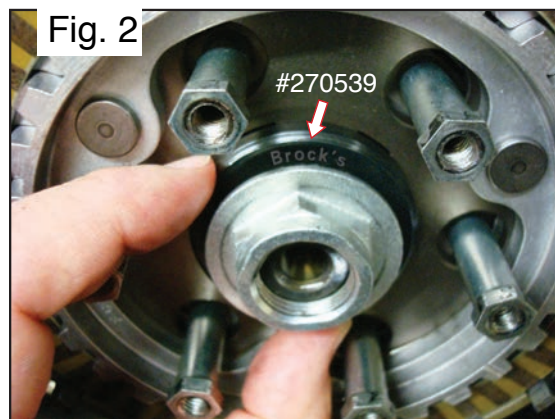
For Questions and Comments:

www.BrocksPerformance.com > Customer Service > Contact Us, or call the Tech Line 937-912-0054

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Shim Reference Chart

47 lb. HD spring = 47 lb. base pressure

.025 = 49 lbs (+2 lbs)

.048 = 51 lbs (+4 lbs)

.062 = 53 lbs (+6 lbs)

.048+.025 > .073 = 54 lbs (+7 lbs)

.048+.048 > .096 = 55 lbs (+8 lbs)

.062+.062 > .125 = 60 lbs (+13 lbs)

.062+.062+.025 > .150 = 63 lbs (+16 lbs)

.180 = 67 lbs (+20 lbs)

.180+.062 > .242 = 75 lbs (+28 lbs)

MAX SHIM with HD spring to stay off of coil bind!

OEM reference: ZX-14R (2012) OEM spring pressure = 45 lbs x 6 = 270 lbs. (Installed height .875 in.)

Reference: (6x) Brock's Performance HD Springs (#902261 - dark purple dye) with spring tops / base washers installed. 47 lb. x 6 = 282 lbs. (Installed height 1.04 in.)

'Hot Street' configuration: 67 lbs x 3 + 47 lbs x 3 = 342 lbs. We suggest (1X) .180 thick shim on (3X) HD springs alternating every other spring **See Fig. 4.**

'Smokin Street' configuration: 67 lbs x 6 = 402 lbs. We suggest (1X) .180 thick shim on (6X) HD springs.

Note: Optional Extra Heavy Duty (EHD) Springs (#902677 - green dye) are available for extreme drag racing applications. 82 lb. base pressure.

To View Instructional Video: BrocksPerformance.com > Customer Service > Product Information > Installation Instructions

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