

# TOURATECH

TOURING RALLYE RACING TECHNOLOGY

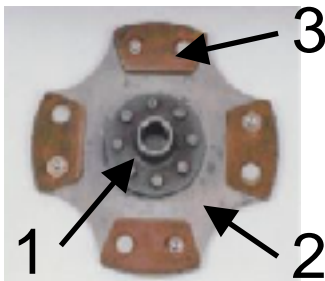
March 2002

01-040-0350-0

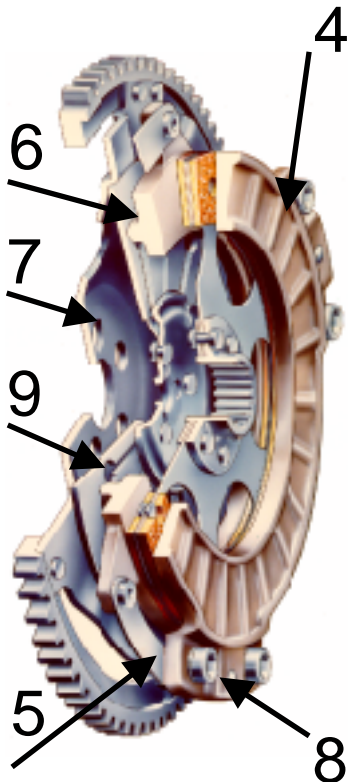
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## Clutch for BMW Motorcycles



The original clutch of the BMW motorcycle is built so that it functions perfectly and comfortably under normal conditions. Extreme usage e.g. in the Rallye sport or during remote journeys (on motorcycles equipped with large additional load and on bad roads), the clutch can fade badly. It overheats, which burn the organic linings of the clutch disk. This clutch was designed particularly for these types of applications. Wirth, TOURATECH and SACHS RACE ENGINEERING, which manufactures and installs Formula 1 clutches and shock absorbers, combine knowledge and manufacturing to offer these clutches exclusively. The clutch disks have nickel plated hubs (1), which the BMW clutches use, laser-cut and hardened sheet metals (2) as well as racing-established sintered linings (3). The sintered linings are thermally more substantial and more highly loadable than the normal, organic linings and in addition have a higher friction value, thus more force can be transferred!



### Assembly instructions for the sintered clutch disk:

Assembling the sintered clutch disk is exactly the same process as with a normal clutch disk. Please examine the surrounding parts (crankshaft and transmission shaft seal, pressing rod, clutch cable etc.) for correctness. Examine clutch disk for lateral run out (test run out). The hub must be lubricated with the included grease. The grease in the hub must be evenly distributed, squeeze in several times while rotating the cleaned gearbox. Carefully wipe off grease which is squeezed out of the hub.

Grease must not come into contact with the linings! Graphite grease or copper paste is not suitable for clutch hubs! The sintered - clutch disks are stronger than the original clutch disks.

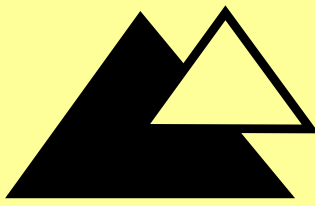
Shims (R100GS +1mm, R850/1100GS +1,5mm, R1150GS +1,2mm), must be inserted between frame covers (4) and tangential leaf springs (5) of the clutch plate (6).

Possibly also longer screws (8) must be used.

The clutch will now engage more quickly and strongly to the transmission.

Pay attention during the first few rides! The shims should be removed at the earliest opportunity, once the clutch is worn to the original thickness. Otherwise the diaphragm spring (9) is too strongly engaged, which reduces the contact pressure and thus the overall capacity of the clutch is decreased.





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Installation of the shims for the ceramic clutch R100/850/1100/1150GS:

