

Upgrade to Barnett Clutch Springs and Friction Plates by AeroRider

Or how to fix your bike after using the wrong oil



I purchased the parts at Chaparral Motorsports in San Bernardino. They have a web site and all that. The springs and plates came to about \$90.00. Add in an oil change and you're over \$100.00. You'll also need some black high-temp RTV to assemble the side case.

The Barnett part numbers:
Springs = MT-5-4
Friction Plate = HPK-16.
You can see that the springs come in a box of four and you need to order seven of the plates. My bike is a 2004 Honda Shadow Aero. Upgrading the springs is supposed to last longer and resist slippage.

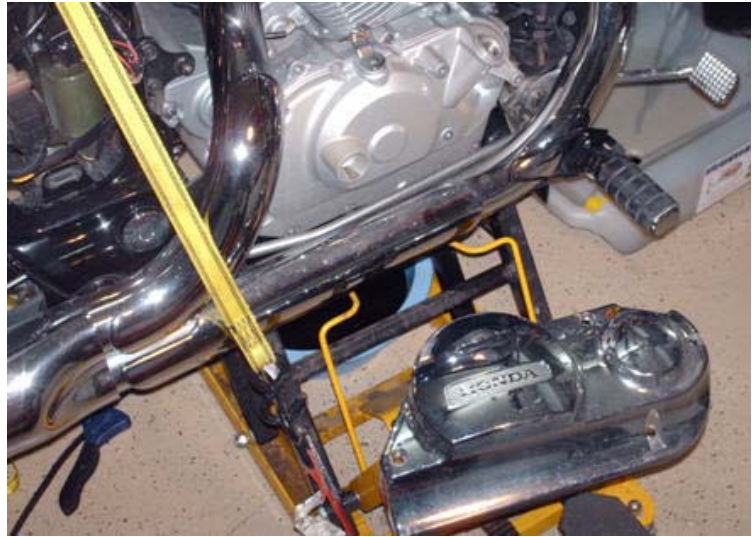
I am going to start by stating the obvious.

Drain the oil...



Remove the chrome side case cover.

And the bike is very dirty and I'm very ashamed...



Remove the side case and expose the clutch assembly.

Per the instructions in the manual, remove the four black bolts holding on the springs in the middle of the picture.

Guess which spring is the stock one?



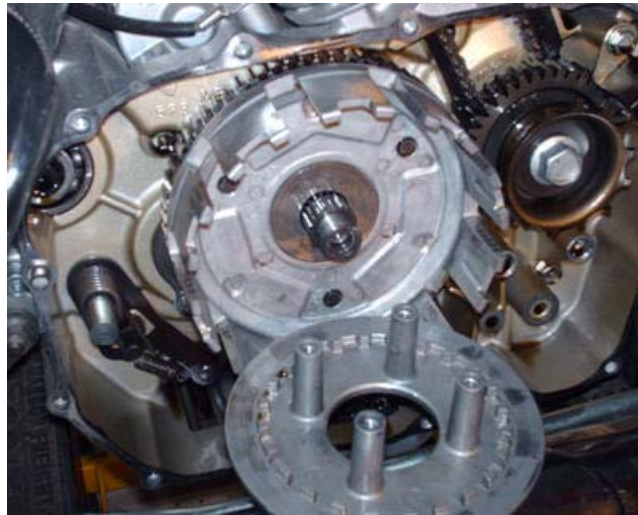


I didn't purchase the "Clutch center holder" part# 07JMB-MN50301.

I made one instead from wood using the four black bolts that secures the springs.

It worked quite well.

Once the center nut is off, the plates and all come right off.



Here I already coated the new friction plates with fresh oil and reassembled the plates, tightened the center nut, and proceeding with the springs.



Torque the new springs.

9 foot pounds, per the manual.

One of the hardest tasks was cleaning the area for the new gasket material.

My fat hands had a hard time getting behind the pipes to clean the case. I used acetone and rags and got them very clean.

I used my finger to smooth a thin coat of the black stuff.



Replace the covers, attach the clutch cable, clean the air filter and add the new oil.

You're done.