

# Product/Service Information

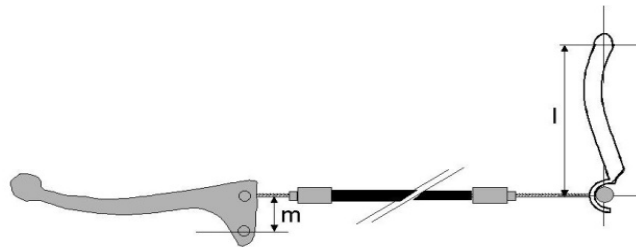
## Easy Clutch –B01

There are various factors those give certain characteristics to a bike or cars clutch operation I,e type of lever, type of cable or even the head of the cable, number or stiffness of the springs, ratio of the levers etc.

Over the years the ratio of the levers has been a time tested exercise to ease the clutch effort and this is something which is an external factor and can be easily worked upon with least alteration to any OE settings and has maximum advantage for providing a softer clutch operation.

Refer the following sketch to have a simple description of this concept:

The dimension “m” is in the lever end and “l” is at the other end near the clutch.

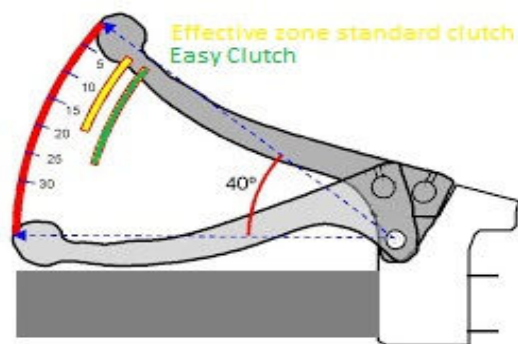


For example the distance “l” on the clutch cam for Kawasaki Z800 is 40 mm and the distance “m” is 35 mm. This results in a force reduction ratio of  $40 / 35 = 1.14$ .

The Easy Clutch B01 model is designed with a ratio that brings down the clutch effort by using a leverage mechanism to alter the factor “m”. The ratio theoretically at the first step of leverage to the cam is 1.6 (40/25) for Z800 this results in a force reduction at the lever by  $(1.6-1.14)/1.14 = 40\%$ .

This factor varies from bike to bike and since most of the riders have used an Enfield the ratio of Enfield in OE is “1” as both the ends are 30 mm which is one of the factor for a very heavy clutch.

To make things simple the angle of rotation of the lever at pivot in a normal clutch operation for a full pull is approximately 40°, but the effective zone needed to engage or disengage the clutch plates is about 20° only.



This is including the 3~5° free play, therefore with 20° movement the disks are separated and the engine is disengaged from there on and any more action will further keep separating the discs but there is no effect or use to the rider.

With a narrowed down cam action the clutch lever action is now very progressive and gives better modulation while using the Easy Clutch.

Note: For effective results avoid extensive bending of the clutch cable while rerouting.

