



INSTALLATION GUIDE

120-80

POWER CLUTCH 2.0

for all Harley-Davidson® M8™ models

MÜLLER MOTORCYCLE AG

Tel : +49 8253 4869550

Web : www.m-motorcycle.com

Mail : info@m-motorcycle.com

Questions & Answers

Can I install the Power Clutch myself?

For XLH, Evo, and Twin Cam models, the end customer could theoretically install it themselves with the appropriate tools. For Milwaukee Eight models, we recommend having the installation performed exclusively by an authorized service center.

After installing the Power Clutch, the clutch doesn't disengage cleanly, or I have trouble finding neutral.

- **Do you have the correct Power Clutch for your model?**
Especially with Milwaukee-Eight models, it is essential to use the Power Clutch 2.0!
- **Are all clutch components genuine Harley-Davidson?**
Especially when using adjustable brake and clutch levers, the travel is often insufficient for the clutch to disengage cleanly. We recommend using either genuine H-D levers or the adjustable levers from Müller Motorcycle AG. Our levers have been specially tuned for use with the Power Clutch!
- **Basic setting:** The most common problem when the clutch doesn't disengage cleanly is an incorrect basic setting. Make sure the setting is done exactly according to our specifications and redo the basic setting if necessary.
Please note, our basic setting specifications differ from Harley-Davidson's!
- **Excessive play in the clutch lever**
If there is too much play in the clutch cable, the clutch won't disengage cleanly. The clutch cable play should be 3-4 mm for Evo and Twin Cam models and 2-3 mm for Milwaukee-Eight models.

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On my Milwaukee-Eight, the threads on the clutch control aren't long enough to properly adjust the cable play

This is usually because the power clutch isn't in its neutral position within the housing. To fix this, proceed as follows:

1. Stand the motorcycle upright and secure it.
2. Screw the clutch control together until the cable is completely slack.
3. Open the left side cover.
4. Loosen the locking nut on the adjusting screw.
5. Turn the adjusting screw all the way in. The pushrod will push the clutch segment back into its neutral position.
6. Turn the adjusting screw back and perform the initial adjustment again according to our specifications.
7. Tighten the locking nut, close the side cover, and adjust the cable play using the clutch control.

Remember to also tighten the locking nut on the clutch control!

I have to readjust my clutch every now and then.

This is often because the locknut on the adjusting screw or the cable tensioner isn't tightened enough.

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Warning: This conversion should be performed by an authorized workshop. We accept no liability for improper installation.

- 1. Raise the motorcycle:** Use an appropriate motorcycle lift and ensure the bike is stable and secure.
- 2. Loosen the exhaust:** This will give you access to all screws on the clutch cover.
- 3. Compress the cable adjuster:** Fully press the clutch cable adjuster together and fix it with the red clip.



- 4. Open the clutch inspection cover:** Access the primary chain case, loosen the locknut on the adjustment screw, and release the tension.



- 5. Remove the clutch cover screws:** Then, use a snap ring plier to remove the original clutch segment.

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- 6. Dismantle the clutch lever:** Remove the clutch lever from the handlebar controls.



- 7. Push the clutch cable forward:** Push the clutch cable from the segment...



- 7.1** ... until the counterpart becomes visible. It is recommended to have an assistant for this step.

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- 8. Open the cable adjuster clamp:** Use a flathead screwdriver to open the clamp of the adjuster and remove the lower part of the adjuster.



- 9. Remove the red clip:** Take off the red clip from the cable adjuster.



- 10. Remove the black counter part:** Using a small hacksaw, cut off the black counterpart of the cable adjuster and thread out the cable.

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- 11. Remove the spring:** For Softail models, this spring needs to be cut ...



- 11.1** ... for Touring models, you can simply pull it off.



- 12. Install the Müller Clutch Control:** Follow the provided images closely. Ensure that all cable ends are correctly seated.

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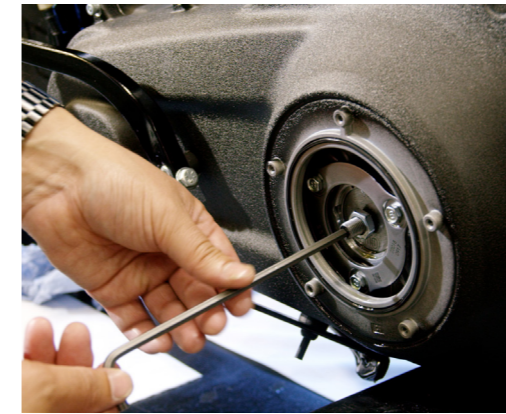


- 13. Install the new Power Clutch 2.0 segment:** Place the new segment into the clutch cover and transfer the three original balls from the old clutch segment.

For some models, the Power Clutch may lightly touch the housing. Grind the lever slightly to ensure it no longer rubs.

- 14. Close the clutch cover:** Ensure that the seal is properly in place.
- 15. Reattach the clutch lever:** Hook the clutch lever back into the handlebar controls.
- 16. Use an Allen key:** Turn the adjustment screw several rotations into the housing. Then, operate the clutch lever multiple times.
- 17. Loosen the adjustment screw:** Release the adjustment screw until it is completely pressure-free.

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- 18. Perform the initial adjustment:** Turn the adjustment screw in until resistance is felt.

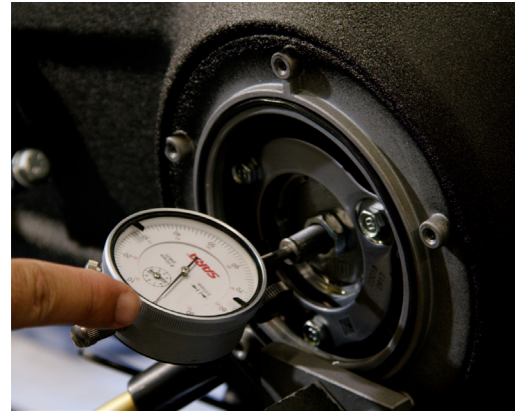


- 18.1 Back off the adjustment screw:** Loosen the screw by $\frac{1}{4}$ to $\frac{1}{2}$ turn, and tighten the hex nut. The adjustment should allow for a bit of play when you shake the thread.



- 19. Adjust the cable play:** Adjust the play at the clutch lever to approximately 1-1.5 mm by screwing or unscrewing the Müller Clutch Control.

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20. Final adjustment check (if you want to be sure): Use a dial gauge to ensure a minimum travel of 1.6 mm at the adjustment screw when pulling the clutch lever. If the travel exceeds 1.6 mm, increase the play at the clutch lever.

21. Carefully tighten the locknut: Gently secure the locknut of the Müller Clutch Control and pull the cover over the clutch cable adjuster.

22. Close the clutch inspection cover: Reattach the inspection cover of the primary chain case.

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23. First Test: Check if you can shift from neutral into first gear and back. If this works smoothly, you can proceed with the first test ride.

If the clutch disengages properly and the gears shift cleanly, the installation is complete.

24. Fine-tune if needed: If shifting is not smooth, repeat the initial adjustment (step 18) until the clutch operates correctly.

Enjoy your new Power Clutch 2.0 and ride safely!



INSTALLATION-VIDEO

===== 120-80 =====



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