

RIGHTEOUS STUNT CLUTCH

by Righteous Stunt Metal Review by Bill D



What is the most important part of a stunt bike? Brakes? No, not so much. I would say the clutch edges out the hand brake. Ask a pioneer of the sport, like Kyle Woods or me, and we'll tell you when we started stunt riding, we never used the brakes unless we needed to stop. Nowadays,

the clutch is almost a forgotten art.

Don't get me wrong: Rear brake control has taken this sport to new levels, but there are tons of different choices out there for handbrakes and foot brakes. It's the clutch that limits us to basically one choice: the Moose Easy-Pull or its alter ego, the Raptor Lever (same thing, different wrapper). Those clutch levers

are not made for stunt riding, but we stunt riders have made do because it was the best out there – until now.

I recently had the opportunity to get my hands on a new design fresh off the CNC. It's the Righteous Stunt Clutch by Righteous Stunt Metal. When I opened the package from Stunters Edge, I first thought, "Wow this is a beefy setup." I knew right then it would be an awesome addition to the R6, keeping in mind that looks aren't everything. I had high hopes and thought it would be a breeze to install, figuring I would be ready to ride in 15 minutes. I bolted up the new lever and loved the look and the fit. It worked perfectly with my Magura hand brake: Everything cleared well, and there was all kinds of adjustability up and down. With the Easy-Pull I had very little adjustment. But the most important part was yet to come.

Next it was time to install the cable and see if this lever was easier to pull than the Easy-Pull. I slid the ball in the only hole and hoped it was the super easy one. I had my fingers crossed as I lined the slot up and had my friend

take slack out of the line by grabbing the lower clutch arm with channel locks, manually overriding the clutch and creating slack to easily put the cable in. But my cable was too big for this hole. That was definitely a first for me. (In layman's terms, the diameter of the Yamaha clutch cable was too large to fit in the supplied adjuster bolt. Righteous Stunt Metal had most likely designed it to fit either a Honda or Kawi clutch cable, as those bikes have a much smaller cable diameter.

To try to remedy this issue I did a little sanding on the clutch cable and got it to start in the hole. We took the slack out of the new lever at the lower factory clutch adjustment area. I had been working on this thing for 30 minutes and was getting a little aggravated, but I got the slack adjusted and gently squeezed the lever. Boy was I delighted to finally feel the clutch pull with ease. It's at least 25 percent easier than the Moose.

Without delay I warmed my bike up and gently rode the bike around my neighborhood. About 10,000 rpms later, my clutch went all the way to the bar and wouldn't disengage all the way. I had to limp my bike back to the garage. I found that because my cable fit so tight, it was not bottoming out in the adjuster hole. When we

took the adjuster out and drilled it out a size bigger, every single problem I had with this lever went away. I readjusted it and began another test run, which went flawlessly. The lever made my one-finger technique super easy, and I could tell in five minutes that the days of having a sore clutch finger were over.

I had a show scheduled the very same night at Cycle World of Daytona. I knew this was the ultimate test for the RSC, but made sure to take my old lever just in case I had any more problems. My first show went great. I could not believe how fast I fell in love with the smooth, easy feel of the RSC. It has a smoother profile than the sharp-edged Moose lever and I can tell that Righteous Stunt Metal had their ducks in a row when they designed it. The RSC feels as if it were made for my hand. By the last show that night I knew there was no going back to the brittle, sharp, so-called easy-pull lever. So I gave it to a local stunt rider who had come to watch my show. Sucker!

Conclusion:

I give the RSC two thumbs up! The fit and finish are awesome, but it took a little mechanical ingenuity on the install. I'm sure with a little R&D it will be model-specific with an awesome install.

Ratings (out of 10)

Looks - **9**
If it were anodized it would definitely get a 10.

Fit - **10**
Perfect design, fits perfectly around the left side mount Magura Master

Ease of Installation - **6**
Yamaha guys be warned; you'll have to modify the adjuster bolt to install. It should fit Honda, Kawi and Suzuki with ease.

Cable adjustment - **8**
After my cable fit, it still turned a little hard for on-the-fly adjustments.

Rigidity - **10**
This thing is beefy, made from 70-75 billet aluminum.

Performance - **10**

Price - **10**
\$83 includes shipping. Order the RSC online at www.righteousstuntmetal.com.



Manufacturer's Description: The Righteous Stunt Clutch is an easy pull style clutch assembly that is milled completely out of billet aluminum. The RSC is designed very similar to the other easy pull style clutches on the market, but with a few changes that make the Righteous Stunt Clutch virtually bulletproof. The three cable positions usually found on an easy pull style lever are eliminated, leaving only the one "easiest" pull setting. The swivel adjuster on the perch has also been eliminated, leaving you with a unit that is made out of MUCH stronger material with a much more straight forward design. We have eliminated ALL of the weak points of the competing easy pull assemblies, and have also closed up many of the SLOPPY tolerances found in them. The perch has been designed with a rear mounting cap, which is also a much stronger design than the competition. The perch cap is also designed to be mounted flush on top, eliminating the unsightly "gap" found in most rear mounting assemblies. The ENTIRE unit is actually thicker and beefier than the competing easy pull units, while still keeping in mind the tight tolerance we encounter around our handbrakes as stunters. www.RighteousStuntMetal.com