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Rekluse EXP 3.0— BMW F800 Series

by Bret Tkacs

Tired of stalling your *F800GS* off-road or fighting for traction on rough surfaces? *Rekluse* is now manufacturing the *EXP 3.0* auto-clutch for the *BMW F800* series—a product many riders need to know about.

A few months ago I was invited to try out some preproduction versions in my big dually, and am now running the final production version in the **ADVMoto** *F800GS* test bike without issues. Not an auto-clutch fan to start with, I was hesitant about using it in the *F800*. However, I've come to really enjoy its advantages.

In stop-and-go or low speed riding I can simply use the throttle rather than constantly working my clutch hand. In normal street riding, at engine speeds above idle, it's invisible and works like a standard clutch, allowing me to work the clutch for wheelies or sketchy traction, yet still providing compression braking for downhill runs.

The *Rekluse EXP 3.0* for the *BMW F800GS* series is a hybrid of their *EXP Core* package that would otherwise require a specially designed clutch basket and side cover. This holds the cost near the entry level *EXP* using all of the factory mechanical parts and springs with the benefits of the high-end *EXP Core*—including smooth engagement and a lighter clutch pull—while still behaving as a standard clutch when needed.

It's awesome in heavy traffic, too, especially where lane splitting is not permitted. But off-road is where the auto-clutch really shines. I took the auto-clutch-equipped *BMW* on a 5,000-mile tour including back-country travel through CA, AZ, UT, OR and WA, and it was immediately obvious that I had an advantage over the other riders. I used less energy riding and never had to worry about stalling, as the clutch simply begins to slip at stall speeds. I worked far less than the other riders during hill climbs and on surfaces with questionable traction.

After my test trip was over, I stripped down the *F800GS* and entered the *Desert 100* race in Washington State (a grueling 100-mile desert race). Only 17% of the ADV bikes that entered finished. As one of the top two *BMW* finishers, it is notable that both *F800GSes* were equipped with the *Rekluse EXP* auto clutch (no *R1200GSes* finished the race). Install was quick and simple and took less than 20 minutes.

MRSP: \$659 Rekluse.com



BMW model coverage

F800GS 2009–14

F800ST 2007–12

F800GT 2013–14

F800R 2011

F800S 2007

F650GS Twin 2009–12

F700GS Twin 2013–14

PROS

- Never stall your bike again
- Makes heavy traffic a breeze
- Makes novice ADV riders look like pros
- Invaluable during complicated hill climbs
- Easy to install

CONS

- Expensive
- Requires the rider to check free play gain before each ride (simple but one more thing to do)
- May be overkill if you are just a weekend street rider