

Important Tips

12 Things to check before, during, and after installation

1. Check the disc on the input shaft.

This will ensure that you have the correct hub size and that the disc will move freely when the clutch is disengaged.

2. Do not reuse spacers or shims.

If your old clutch used a spacer or shim do not reuse it unless you were informed to do so. Our clutch kits will include any shims or spacers if necessary.

3. Do not use excessive grease

Use a small amount of grease on the inside of the release bearing. Do not grease the splines of the disc, input shaft, or pilot bearing this grease will fling onto the pressure plate, flywheel, or disc and cause slipping and hot spots.

4. Line up paint marks

On dual and triple disc clutches be sure to line up the paint marks on the pressure plate, floater plate, and flywheel.

5. Use the alignment tool

When installing the pressure plate check that the alignment tool will slid in and out freely. A little extra time here will save a lot of time later.

6. Remove plastic spacers

Remove the 4 plastic pieces from between the levers and pressure plate cover (**3 and 4 lever style pressure plates only**)

7. Check lever height (3 and 4 lever style pressure plates only).

After the pressure plate is installed take a straight edge and check the distance from the top of the pressure plate to the tip of the levers, this measurement is set at .875in before we send the clutch out. If you have different measurement (**STOP**) do not go any further. This is an indication that something is installed incorrectly.

8. Fork and pivot ball inspection.

Check the release fork and pivot ball for wear, replace if necessary. (**DUAL DISC**) If your kit came with a new fork use the supplied fork and be sure to remove the washer from behind the pivot ball. **THE PAINTED SIDE OF THE FORK WILL GO ON THE PIVOT BALL SIDE.**

9. Stabbing the transmission.

If you are having trouble getting the transmission to pull up against the engine (**DO NOT USE THE BELLHOUSING BOLTS TO PULL IT IN**). Check that everything is lined up and straight, if you're still having trouble refer to steps **1** and **2**.

10. Release fork free travel

After the transmission is installed check the release fork for free travel, there should be ¾"-1" free travel on single disc and at least ¾" on dual disc. If your fork movement is not within this range (**STOP**) something is installed incorrectly.

11. HD Hydraulic installation.

The new master cylinder is a twist in style just like the stock unit, the part that bolts to the fire wall is a bracket that will be reused on the new master cylinder. The new master cylinder comes with (2) rubber washers you may or may not need to use both washers. It is very important that the master cylinder fits tight in the bracket.

12. Hydraulic adjustment

Adjust the clutch pedal so that the clutch will start to engage when the pedal is 2-3in off the floor. Adjusting the pedal to high will cause clutch slippage and premature clutch wear.