

Critical items to check

12 Things to check before, during, and after installation

Failure to check the following items may void your warranty

1. Check the disc on the input shaft.

This will ensure that you have the correct hub size and that the disc(s) will move freely when the clutch is disengaged. Check for any type of wear on the input shaft. This is the main cause for a clutch that will not release properly.

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 use excessive amounts of grease on the splines of the disc, input shaft, or pilot bearing this grease will end up on 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 slide in and out freely. A little extra time here will save a lot of time later.

Steps 6 and 7 apply only to kits that use 3 or 4 lever style pressure plates

6. Remove installation bolts (3 and 4 lever style pressure plates only)

Remove the bolts from the top of the cover. These bolts are installed to ease installation of high plate load pressure plates, retain these bolts for future use.

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

After the pressure plate is installed take a strait edge and check the distance from the top of the pressure plate to the tip of the levers, this measurement is set before we send the clutch out. If you have a different measurement

(STOP) do not go any further. This is an indication that something is installed incorrectly.

The measurements should be as follows (+/- .040 is acceptable)

(Comp Triple) 10.50" clutch with 3 levers 0.565 from top of cover to lever tip.
(DDB) 13.00" clutch with 4 levers .800 from top of cover to lever tip.

8. Fork and pivot ball inspection.

Check the release fork and pivot ball for wear, replace if necessary.

(DUAL and TRIPLE 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 strait, 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 $\frac{3}{4}$ "-1" free travel on single disc and 1"-1 $\frac{1}{2}$ " 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 includes (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, but locks into place. Units that come out of the firewall will not be covered under warranty. You will reuse your safety switch on the new hydraulics.

12. Hydraulic adjustment

Adjust the clutch pedal so that the clutch will start to engage when the pedal is 2"-3" from the bottom, this should make the clutch and brake pedal about even, adjusting the pedal too high will cause clutch slippage and premature clutch wear.