

CLUTCH INSTALLATION INSTRUCTIONS

PLEASE READ CAREFULLY

- **NEVER**

- FORCE THE INPUT SHAFT INTO THE DISC HUB. IT WILL BEND THE DISC OR SCAR THE SPLINES.
- ALLOW THE WEIGHT OF THE TRANSMISSION TO HANG ON THE DISC.
- TOUCH THE FRICTION SURFACE OF THE DISC WITH GREASY HANDS OR RAGS.
- USE AN IMPACT WRENCH TO TIGHTEN THE PRESSURE PLATE MOUNTING BOLTS.
- INSTALL A NEW DISC WITHOUT REPLACING THE PRESSURE PLATE AND RELEASE BEARING.

- **ALWAYS**

- USE PROPER ALIGNMENT TOOL.
- CHECK THE FIT OF THE DISC HUB SPLINES TO THE INPUT SHAFT **BEFORE** INSTALLATION.
- RESURFACE OR REPLACE THE FLYWHEEL
- TIGHTEN PRESSURE PLATE BOLTS IN A "STAR" OR CRISS-CROSS PATTERN, ONE TURN AT A TIME.
- FAILURE TO FOLLOW THE ABOVE INSTRUCTIONS WILL NEGATIVELY AFFECT THE PERFORMANCE OF YOUR CLUTCH AND MAY VOID YOUR WARRANTY.
- THIS UNIT MAY APPEAR DIFFERENT THAN YOUR OLD PART DUE TO THE DESIGN DIFFERENCES OF VARIOUS MANUFACTURERS. IT WILL FUNCTION PROPERLY IN YOUR VEHICLE.
- SOME PRYING MAY BE REQUIRED TO LEVEL THE FINGERS OF THE CLUTCH. USE A SMALL PRY BAR POSITIONED BETWEEN THE COVER AND THE DIAPHRAM SPRING TO FORCE THE HIGH FINGERS DOWN TO A UNIFORM POSITION.

BOLT TORQUE SPECIFICATIONS

USE BLUE LOCKTITE, #242

- PRESSURE PLATE TO FLYWHEEL, 20 FT LBS TORQUE
- FLYWHEEL TO CRANK, 95-105 FT LBS.

FLYWHEEL RESURFACING

FLYWHEELS SHOULD NOT BE LATHE CUT. THE OEM TAPER ON A FLYWHEEL RUNS APPROXIMATELY .002 - .003 FROM OUTSIDE TO INSIDE; THIS DOES NOT NEED TO BE MATCHED. FLAT IS PREFERRED WITH OUR CLUTCH. FLYWHEELS SHOULD BE RESURFACED WITH A GRINDER SPECIFICALLY BUILT FOR GRINDING FLYWHEELS. DO NOT TRY FOR A ROUGH FINISH, THE SMOTHER THE BETTER. MAKE SURE PRESSURE PLATE BOLT HOLES ARE THOROUGHLY CLEANED AFTER RESURFACING IS DONE. RUNNING A THREAD CHASER OR TAP WILL ENSURE THREADS ARE CLEAR OF ALL DEBRIS.

ATTENTION! BREAK-IN PERIOD REQUIRED!

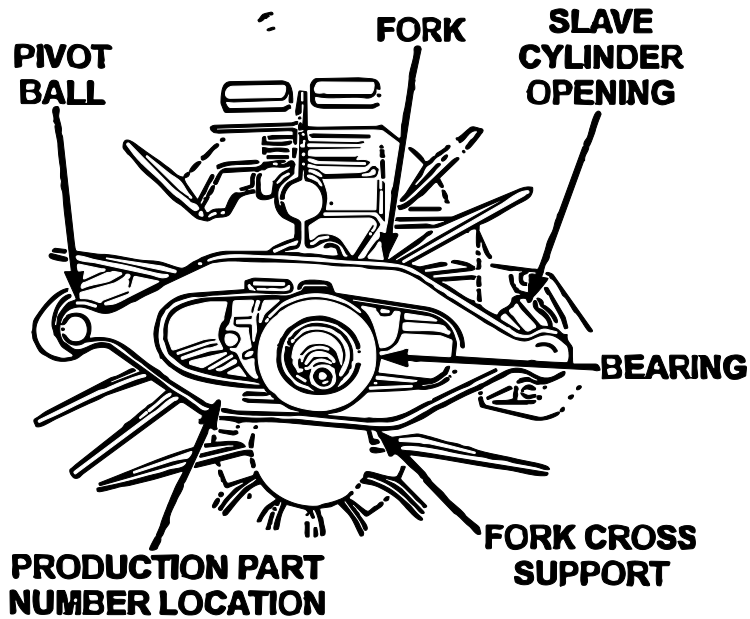
HIGH PERFORMANCE CLUTCHES REQUIRE A BREAK-IN PERIOD. 200 MILES OF NORMAL CITY DRIVING (STOP & GO DRIVING) SHOULD PROPERLY BREAK IN YOUR CLUTCH. IF SLIPPING OCCURS, RESUME NORMAL DRIVING FOR 50 ADDITIONAL MILES.

FOR TECHNICAL ASSISTANCE PLEASE CALL: 877-948-3164

RELEASE (THROW OUT) BEARING

5.9 L Cummins Turbo diesels with NV4500 or NV5600. When servicing the release fork, be sure to install the clutch release fork properly. When the clutch fork is installed properly, the fork part number will be on the left side of the transmission input shaft. The left side of the transmission is the side where the pivot ball is located. (See diagram)

Failure to properly install the clutch release fork may cause a growling sound coming through the clutch pedal when depressed. This will also cause premature bearing failure. .



AFTER INSTALLATION OF TRANSMISSION, TIGHTEN ALL BELL HOUSING BOLTS. DO NOT INSTALL SLAVE CYLINDER. INSERT FINGER IN SLAVE CYLINDER HOLE MAKING SURE THROW OUT BEARING ARM HAS A MINIMUM OF 1/4" MOVEMENT FRONT TO BACK.

NOTE: IF IT DOES NOT HAVE FREEPLAY FRONT TO BACK – TRANSMISSION WILL HAVE TO BE REMOVED AND 1/8" – 1/4" GROUND OFF THROW OUT BEARING ARM IN LOCATION MARKED IN DIAGRAM BELOW.

