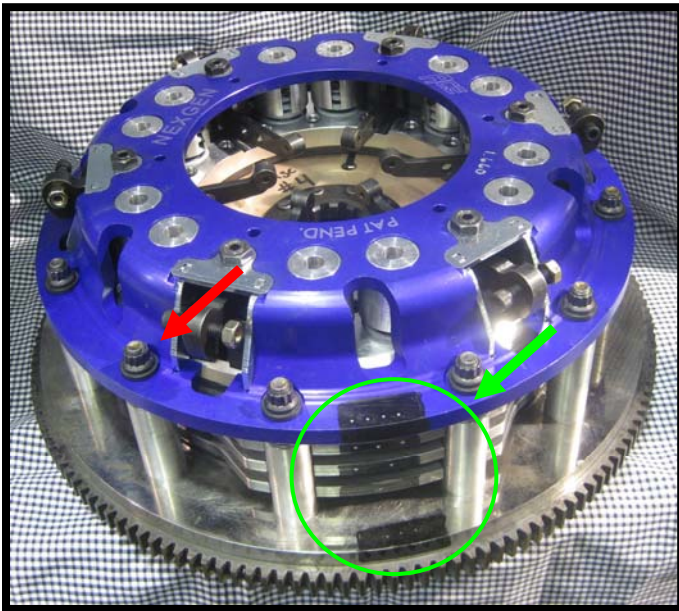


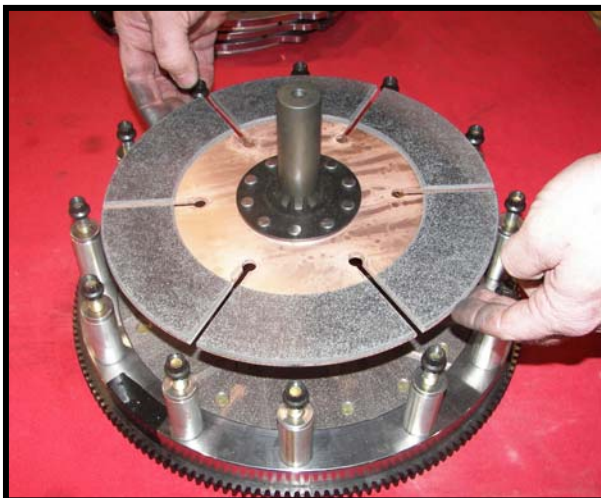
HMR NEXTGEN COMPETITION PULLER CLUTCH – NV4500

CUMMINS TURBO DIESEL APPLICATION

INSTALLATION INSTRUCTIONS



1. THIS CLUTCH HAS BEEN HAND ASSEMBLED, ADJUSTED AND TESTED FOR PROPER OPERATION. NO ADJUSTMENT IS NEEDED BEFORE INSTALLATION.
2. OPEN BOX, INSPECT FOR SHIPPING DAMAGE.
3. IDENTIFY ALL DISTINCTIVE BLACK PAINT MARKS. THEY ARE LOCATED ON THE FLYWHEEL, ALL FLOATERS AND THE PRESSURE PLATE. (CENTER PUNCHED AS WELL IN THE CASE OF PAINT REMOVAL.)
4. REMOVE (12) PRESSURE PLATE NUTS. LOOSEN IN SMALL INCREMENTS IN A CRISS-CROSS PATTERN. KEEP COVER SQUARE DURING REMOVAL. **BE CAREFUL NOT TO LOSE THE (12) MOUNTING HOLE BUSHINGS LOCATED UNDER THE PRESSURE PLATE NUTS.**



5. REMOVE COVER. IT IS LIKELY YOU WILL NEED TO USE A RUBBER Mallet FOR ASSISTANCE.
6. RE-INSTALL THE (12) PRESSURE PLATE NUTS ON STANDS FINGER TIGHT. THIS PREVENTS SHIM LOSS.
7. DISASSEMBLE CLUTCH
8. INSTALL FLYWHEEL. TORQUE ALL ARP FLYWHEEL BOLTS TO 125 FT LBS WITH 271 RED LOCKTITE.
IF APPLICABLE: STARTER SPACER MUST BE INSTALLED BEFORE FLYWHEEL IS INSTALLED.
9. INSTALL REAR LOADING ALIGNMENT TOOL IN THE PILOT BEARING.
10. INSTALL DISCS WITH HUB FACING TRANSMISSION AS SHOWN IN PICTURE ABOVE.



11. INSTALL REMAINING FLOATERS AND DISCS IN ALTERNATING ORDER, ALIGNING THE BLACK PAINT MARKS AS YOU GO.
12. REMOVE (12) PRESSURE PLATE NUTS. INSTALL PRESSURE PLATE ON STANDS, MAKING SURE TO ALIGN THE BLACK PAINT MARKS. USING A DEEP WELL SOCKET, INSTALL THE MOUNTING HOLE BUSHINGS INTO THE PRESSURE PLATE COVER OVER THE STUD.
13. ADD A SMALL AMOUNT OF ANTI-SEIZE ON THE STAND BOLTS. TIGHTEN PRESSURE PLATE NUTS IN A CRISS-CROSS PATTERN MAKING SURE TO KEEP COVER AS EVEN AS POSSIBLE. TORQUE NUTS TO 50 FT LBS.
14. REMOVE ALIGNMENT SPLINE. IF THE SPLINE IS TIGHT IN THE CLUTCH, WITH YOUR RUBBER Mallet, TAP THE END OF THE ALIGNMENT SHAFT SIDE TO SIDE AND TOP TO BOTTOM UNTIL SHAFT MOVES IN AND OUT FREELY.

CLUTCH ADJUSTMENT

Revised: 2/28/17

THERE IS NO WAY OF SAYING HOW MANY HOOKS YOU WILL GET BEFORE THIS BECOMES NECESSARY AS IT IS DEPENDENT ON YOUR DRIVING STYLE.

- A. REMOVE TRANSMISSION
- B. REMOVE BELLHOUSING
- C. MEASURE CLUTCH BEFORE DISASSEMBLY
 1. THIS IS DONE BY INSERTING A DIAL CALIPER INTO THE MILLED SLOT IN THE TOP OF THE PRESSURE PLATE.
 2. **NEW CLUTCH HEIGHT MEASURES 1.700 - 1.710" (THIS MEASUREMENT WILL GROW AS THE CLUTCH DISCS WEAR)**



EXAMPLE: IF YOUR CLUTCH MEASURES 1.750", YOU WILL NEED TO REMOVE APPROXIMATELY .050" IN SHIMS FROM EACH STAND. THE SHIMS COULD BE .010, .015, .020 .030 OR .050 THICK. MIX AND MATCH SHIM REMOVAL TO GET IT BACK TO "NEW" HEIGHT OF 1.700" - 1.710"

ALL STANDS MUST BE SHIMMED THE SAME!

3. INSPECT ALL DISCS & FLOATERS, REASSEMBLE CLUTCH
- D. REINSTALL CLUTCH
- E. REINSTALL BELLHOUSING
- F. REINSTALL TRANSMISSION