Important Clutch Installation

The following check list is a reminder of the necessar
and precautions required to insure a trouble-free c

1) Determine cause of original clutch failure. Cause of first clutch fa
corrected. If oil is present on clutch plate, cause of leak MUST be co
unit.
2) Check splines on transmission input shaft for signs of abnormal we
by hand gently to check fit. Disc should move FREELY on splines.
3) Remove ALL oil or grease from friction surfaces on flywheel and co
and dry. Also clean input shaft spline with a wire brush. Lubricate w
4) To insure proper operation, friction surface of flywheel MUST be re
be smooth and straight.
5) If throw-out bearing is worn, replace it, better now than later.
6) Closely inspect pilot bearing or bushing for excessive wear to avoid
Replace it if any doubts.
7) Use clutch alignment tool to insure disc and cover are properly alig
8) If using an aftermarket scatter shield/bell housing, checking center
9) Be sure all special type bolts, if any, are replaced in their proper loc
10) Torque all clutch cover bolts evenly, to factory recommended spec
tightening pattern.
11) Before completing installation, inspect all clutch linkage parts (fork
replace ALL worn pieces. Grease all pivot points in linkage system.
12) Adjust clutch pedal "free play" to correct specifications. Throw-out
clutch fingers. 1/8" – ¼" is recommended, except cable linkage.

Installation / Don'ts

1) Don't let any grease or oil contact ANY friction Surface.
2) Don't use an impact (air gun) to tighten any bolts.
3) Do not let the transmission weight rest on input shaft during
installation.