



CLUTCHTECH



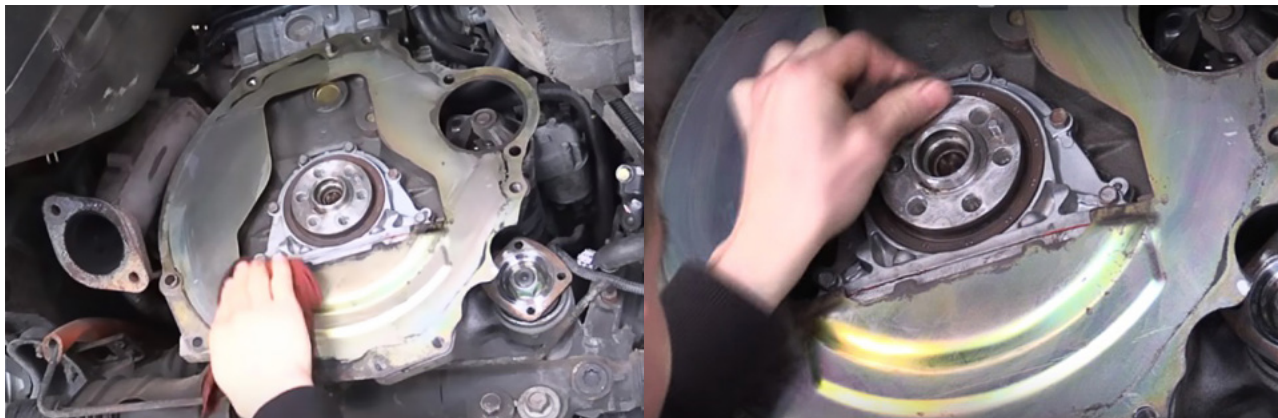
TSB-292

230mm Sprung Twin Plate Installation Guide

This product is a high performance upgrade with a floating intermediate plate. As a result, there will be a distinctive rattle caused by the intermediate plate when the clutch pedal is pressed.

This noise is perfectly normal for this style of multi-plate clutch and does not affect the performance of the vehicle in any way.

1. Clean the back of the engine of any old clutch dust or oil that could contaminate the clutch. Also clean the crank mounting surface with emery paper to remove any corrosion or burrs.



2. Unpack and disassemble the new clutch assembly with clean hands. Take note of the order of disassembly of the components.
3. Clean the new flywheel front & back of any anti-corrosion oil before checking the fitment on the crank.



4. Use thread locking compound on the flywheel bolts and torque to manufacturers specifications.



5. Apply a small amount of spline grease to the spline on the bottom clutch disc and slide it onto the input shaft, rotating it several times. Wipe the excess build-up off the edge of the hub.



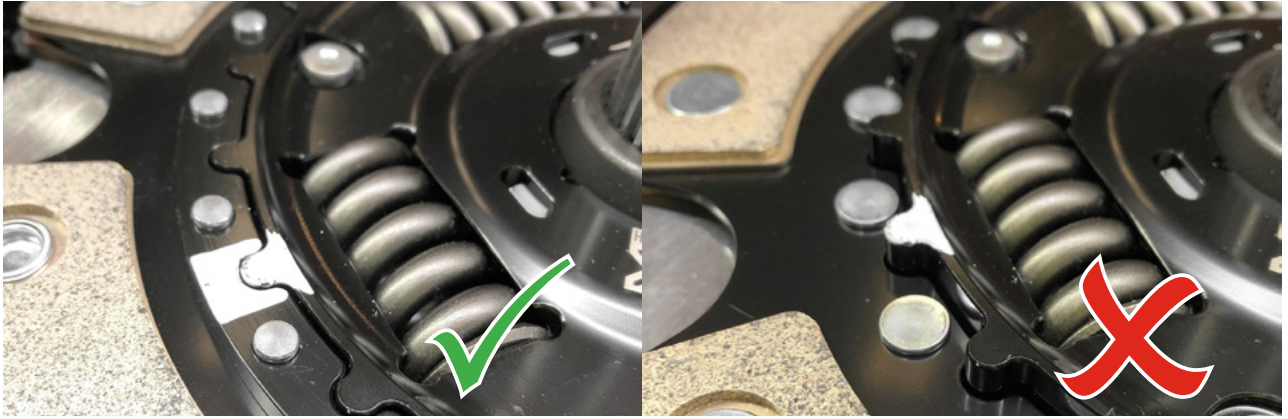
6. Install the bottom clutch disc on the flywheel with the hub/spring cage facing up. The alignment tool can be used at this point to hold the clutch disc in place, keeping it aligned with the pilot bearing.



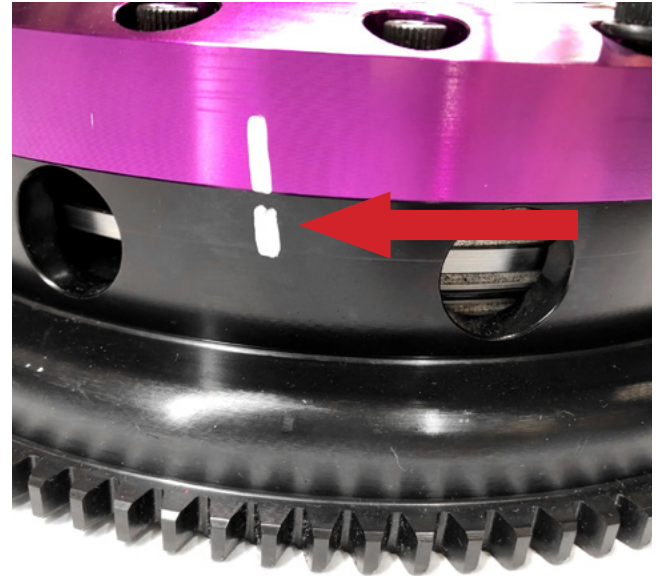
7. Install the intermediate plate, followed by the second clutch disc.



- 8. Ensure that the clutch disc drive rings are aligned using the index mark as shown below. The second clutch disc should be orientated so the drive rings are level, not offset.



- 9. Install the main pressure plate casting with the fulcrum facing up, followed by the alloy pressure plate. Ensure to line up the index mark between the adaptor ring and alloy pressure plate.

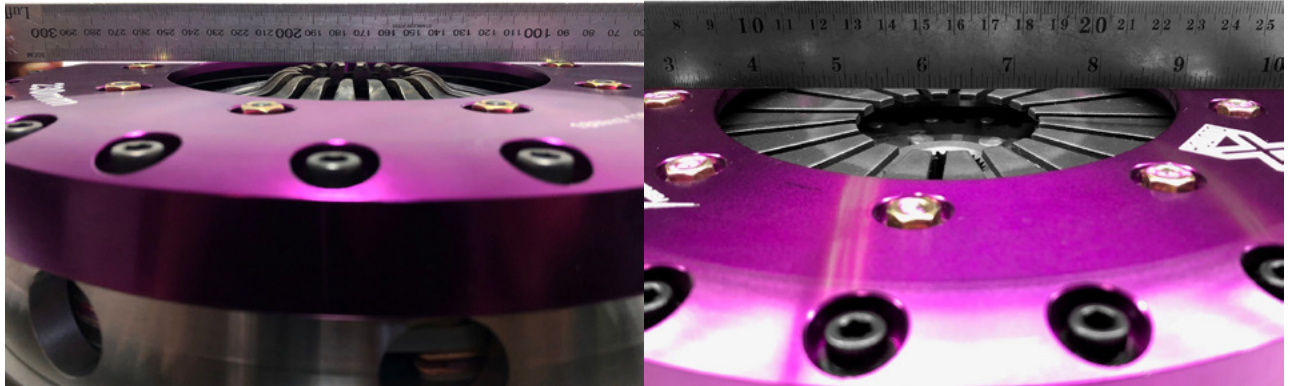


- 10. Loosely start the threads on 10 of the 20 M6 pressure plate bolts. Start to tighten the 10 bolts up 1/4 turn at a time in a circular motion. After every rotation, remove and refit the alignment tool to check that the discs are still aligned to the pilot bearing.

- 11. When the 10 M6 bolts have pulled the alloy cover up to the adapter ring firmly, the remaining 10 pressure plate bolts can be installed. At this point, torque all 20 pressure plate bolts up to 13ft.lbs/18Nm.



- Once all 20 bolts are torqued, check the installed height by holding a straight edge against the diaphragm fingers for a rolled tip (left photo) or against the cover for flat diaphragm (right photo). For a rolled tip diaphragm, the straight edge must sit approximately 1mm above the cover (level with the nuts). For a flat diaphragm, the straight edge must be approximately 10mm above the fingers. 1mm either way will not have an impact on the operation of the clutch, however any significant variances will need to be re-checked and addressed. In some cases, the diaphragm may have some run-out once installed. This will even out once the clutch is operated in the vehicle.



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