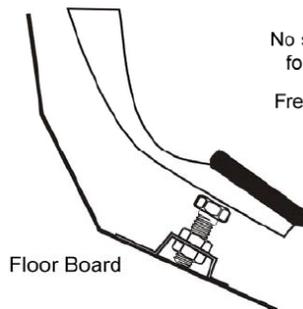


Twin Disc Installation Guide

1. Use crank bolts provided (if applicable).
 - a. If no crank bolts are provided, use Factory Grade 10.9
 - b. If modified crank bolts are required, they are included in the kit and MUST be used.
 - c. Use Red Loctite on bolts
2. Bolt up clutch assembly.
 - a. Use provided alignment tool.
 - b. The discs are marked as "Flywheel Side" or "Transmission Side." Be sure to pay close attention to the labels on the discs for proper placement.
 - c. Use factory torque specs to bolt the flywheels bolts in a crisscross fashion.
 - d. Use 18 ftlbs of torque to bolt the pressure plate (hat) bolts in a crisscross fashion using a small amount of blue Loctite on each bolt.
3. Use release bearing provided. If not provided, contact Competition Clutch for information on which bearing to use.
4. Bolt up transmission.
5. Adjust pedal in cock-pit to allow 3/8 inch free play (slop) at top of pedal.
6. Build a pedal stop assembly (see illustrations).
7. With gear in neutral.
 - a. Start engine.
 - b. Bring shifter around, as if you were going to put the car in 1st gear position and slowly depress the clutch pedal (while still applying gentle pressure to shifter) until the shifter drops into 1st gear.
 - c. After clutch is fully released, continue to depress clutch pedal (NO MORE THAN 1/4 inch).
 - d. Lock pedal stop at bottom of pedal (see illustration).
8. CCI recommends disconnecting or isolating the clutch start interface switch. This limits preload damage on a dry crank.

Warning: As discs wear, the pedal will come to the top and free play will dissipate. This is an indication that you will need to

Pedal Stop Adjustment



Free Play =
No significant resistance when applying force to the pedal for clutch release.
Free Play ends when resistance is felt.

After clutch is released, continue to depress pedal an additional 1/4" (no more). Lock nuts.

Over extension of the clutch pedal will cause damage.