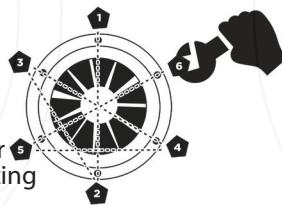




Fitting & Install Instructions

Failure to observe and follow these instructions when installing the new clutch will void all warranties.

1. Ensure all components are included within the new clutch assembly. If you have any questions, please contact us at (800) 869-6598 or tech@competitionclutch.com.
2. While removing the prior clutch assembly, inspect all components for any damage or foreign wear. This will assist in preventing any potential issues with the new assembly.
3. Verify the release system components are not worn or damaged. If you have any questions, please contact us (800) 869-6598 or info@competitionclutch.com.
4. Prior to installation, **replace or resurface your flywheel.** Failure to do so will automatically void the warranty of supplied parts.
5. Prior to fitting the flywheel, **replace your pilot bearing or pilot bushing.** Failure to do so will automatically void the warranty of supplied parts.
6. Flywheel and pressure plate friction surfaces are coated with rust inhibitors. These parts must be thoroughly cleaned to remove preservative oil. Use a residue-free parts cleaner to clean parts before installation. If you do not clean these components, it may cause failure.
 - o Only clean the flywheel and pressure plate friction surfaces.
 - o Overuse of parts cleaner will wash away grease from the pilot bearing.
7. Clean the gear box main drive shaft splines, checking that the new clutch disc slides freely on the shaft. Grease the shaft lightly with high melting point grease. Lack of lubrication will cause improper release and clutch drag. Too much grease may cause slipping issues and premature failure of the assembly.
8. Bolt the flywheel to the crank using the diagonal cross pattern. **Never use air tools to install a flywheel.**
9. Ensure the proper disc orientation. The disc will be etched on the center portion AND/OR there will be a separate installation guide if this is to be installed in a particular direction. If neither of these apply to your assembly, install the disc with the taller spring side of the carrier facing towards your pressure plate. Utilizing the provided alignment tool, fit the disc onto the splines. Once confirmed, fit to the flywheel.
10. Aligning the pressure plate cover with the flywheel dowel pins, place the pressure plate over the clutch disc. Re-confirm the clutch disc is centered properly. Tighten the bolts using the diagonal cross pattern. **Never use air tools to install a clutch cover assembly.**
11. Lightly grease the outside diameter of the bearing guide tube for smooth sliding of the bearing collar. Ensure the release bearing is fully fitted to the clutch fork. Move the fork forwards and backwards to confirm the bearing is secure before refitting the gear box.
12. Refit the gear box. Never allow the gearbox to hang by its input shaft, as this will cause damage to the clutch assembly. Take care to not bend the disc.
13. Check all bell housing dowels to be sure they are in the correct position and tighten bell housing bolts. Make sure there is no debris or material between the mating surfaces of the engine and bell housing.
14. Perform required clutch adjustments to vehicle's manufacturer's specs and reset the clutch master cylinder push rod to obtain the proper pedal release position. Keep in mind, the pressure plate diaphragm position has changed with this installation.
15. Always check the clutch cable if you are unable to release the new clutch. Start by replacing the cable. If it is hydraulic, start by checking the clutch master cylinder and slave, ensuring there is no air in the system. This is essential to obtain maximum travel for release.
16. Road test vehicle. Never abuse a newly fitted clutch. Performing a 500-700 mile break-in is necessary to ensure the proper operation of your clutch. If applicable, a pedal adjustment is required following installation, at 700 miles, and again at 1000 miles. Adjust thereafter every 10,000 miles.





HOW TO PROPERLY GREASE YOUR CLUTCH

If the disc looks like this after installation, any and all warranties will be VOID.

If you have any questions or concerns, please contact us at
info@competitionclutch.com



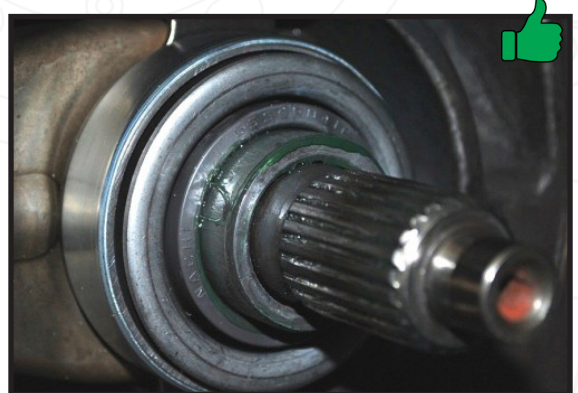
Example of **TOO MUCH GREASE**. Too much causes grease to spray all over the disc and ruins the disc material or pads.



Example of **PERFECT AMOUNT OF GREASE**. As you can see, it is barely visible to the naked eye and acts as more of a lubricant.



Example of **TOO MUCH GREASE** on input shaft. This causes grease to spray all over the disc and ruin the disc material or pads.



Example of **PERFECT AMOUNT OF GREASE** on the input shaft. As you can see, it is barely visible to the naked eye and acts as more of a lubricant.