competition CLUTCH

INSTALLATION INSTRUCTIONS

Fitting & Installation 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 at (800) 869-6598 or tech@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 bushing.** Failure to do so will automatically void the warranty of supplied parts. (see photo to right for pilot placement, ensure this is pressed in)

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.

- Only clean the flywheel and pressure plate friction surfaces.
- Overuse of parts cleaner will wash away grease from the pilot bearing.

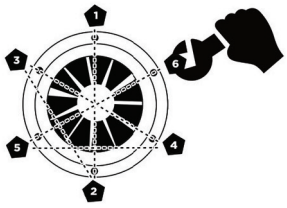
7. Clean the gear box main drive shaft splines, checking that the new clutch disc slides freely on the shaft. Grease
the shaft lightly with high melting point grease. Lack of lubrication will cause improper release and clutch
drag. Too much grease may cause slipping issues and premature failure of the 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.** Utilizing the provided alignment tool, fit the disc onto the splines. Once confirmed, fit to the flywheel

Correct

Incorrect



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.

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HOW TO PROPERLY GREASE YOUR CLUTCH

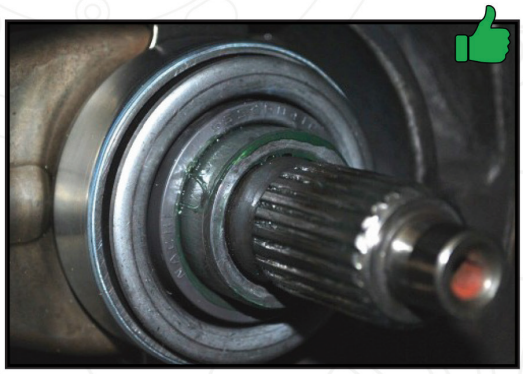
If your disc looks like this after installation, any and all warranties will be VOID.

If you have any questions or concerns, please feel free to contact the Tech Department at tech@competitionclutch.com or call (800) 869-6598

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 which 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.

Phone: (800) 869-6598

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WARNING
Cancer and Reproductive Harm
www.P65Warnings.ca.gov

competition CLUTCH

PARTS

7248-2100 Parts List

Part Number	Description	QTY
2-7248-ST	Flywheel - 18.75 LBS	1
3-140	Pressure Plate	1
387248-1620	Clutch Disc	1
AT130	ALIGNMENT TOOL - 1in X 23T	1
LT-243-CAP	Loctite - Blue	1
LT-262-CAP	Loctite - Red	1
M8-1.25X16SHCS12.9	Pressure Plate Hardware - 26 Lb Ft	6
TM4-8026-BLT	Flywheel Hardware - 76 Lb Ft	6
TM4-PP-WASH	Pressure Plate Hardware	6

7248-2600 Parts List

Part Number	Description	QTY
2-7248-ST	Flywheel - 18.75 LBS	1
3-140	Pressure Plate	1
381106-7248-S	Clutch Disc	1
AT130	ALIGNMENT TOOL - 1in X 23T	1
LT-243-CAP	Loctite - Blue	1
LT-262-CAP	Loctite - Red	1
M8-1.25X16SHCS12.9	Pressure Plate Hardware - 26 Lb Ft	6
TM4-8026-BLT	Flywheel Hardware - 76 Lb Ft	6
TM4-PP-WASH	Pressure Plate Hardware	6

7248-1620 Parts List

Part Number	Description	QTY
2-7248-ST	Flywheel - 18.75 LBS	1
3-140	Pressure Plate	1
387248-S-2600	Clutch Disc	1
AT130	ALIGNMENT TOOL - 1in X 23T	1
LT-243-CAP	Loctite - Blue	1
LT-262-CAP	Loctite - Red	1
M8-1.25X16SHCS12.9	Pressure Plate Hardware - 26 Lb Ft	6
TM4-8026-BLT	Flywheel Hardware - 76 Lb Ft	6
TM4-PP-WASH	Pressure Plate Hardware	6

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