



CLUTCHTECH



TSB-226

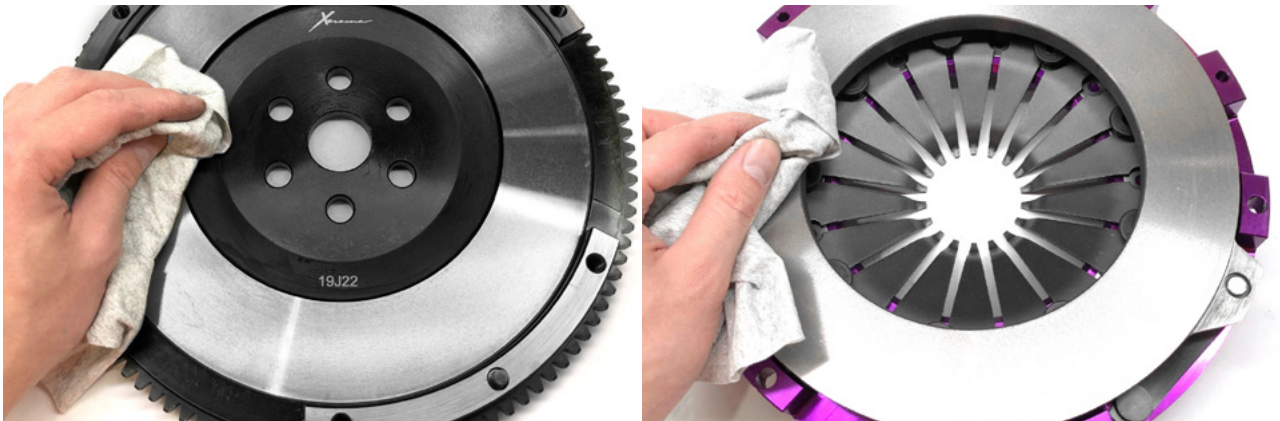
240mm Single Plate Clutch Installation Guide

This clutch kit has been engineered to work with the specific release bearing supplied in the kit. Fitting any alternate release bearings with this clutch may impact the performance and/or service life of the product. If you have any questions regarding the compatibility of complimenting products, please reach out to our customer service team.

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. Clean the new flywheel and pressure plate friction surfaces of any anti-corrosion oil using a suitable brake cleaner.

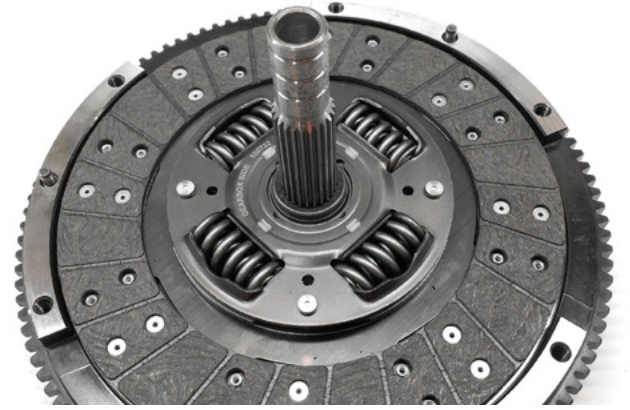


3. If the supplied flywheel bolts do not have pre-applied thread locking compound, manually apply it to the bolts and mount the flywheel to the crank. Torque all flywheel bolts to manufacturers specifications.
4. Apply a small amount of spline grease to the spline on the clutch disc and slide it onto the gearbox input shaft, rotating it several times to spread the grease evenly. Wipe the excess build-up off the edge of the hub.

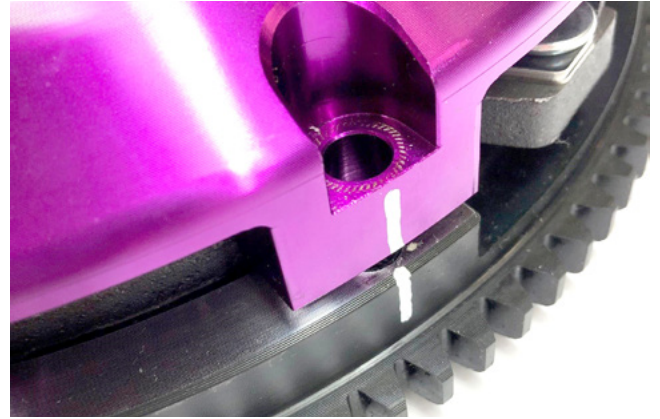




- 5. Install the friction disc onto the flywheel, following the labelling for the hub orientation. Use the supplied alignment tool to align the friction disc with the pilot bearing.



- 6. Leaving the alignment tool in, mount the alloy pressure plate, aligning the indexing mark to the flywheel. Loosely start the threads on the six M8 pressure plate bolts.



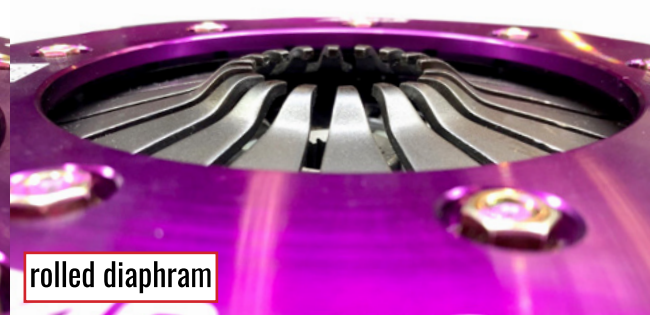
- 7. Start to tighten the pressure plate bolts up 1/4 turn at a time in a circular motion. After every rotation, remove and re-fit the alignment tool to check that the disc is aligned to the pilot bearing.



- 8. When the six M8 bolts have pulled the pressure plate up to the flywheel firmly, torque them to 26ft.lbs/35Nm. When correctly installed, the diaphragm fingers should sit flat and level. In some cases, the diaphragm fingers may have some run-out once installed, however this will even out when the clutch is operated in the vehicle. Significant variances will need to be checked and addressed.



flat diaphragm



rolled diaphragm

LEADING BRANDS



For further support, please contact your distributor and/or visit our website.

AU site: australianclutch.com.au
US site: xclutchusa.com

