



CLUTCHTECH



TSB-166

230mm 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.

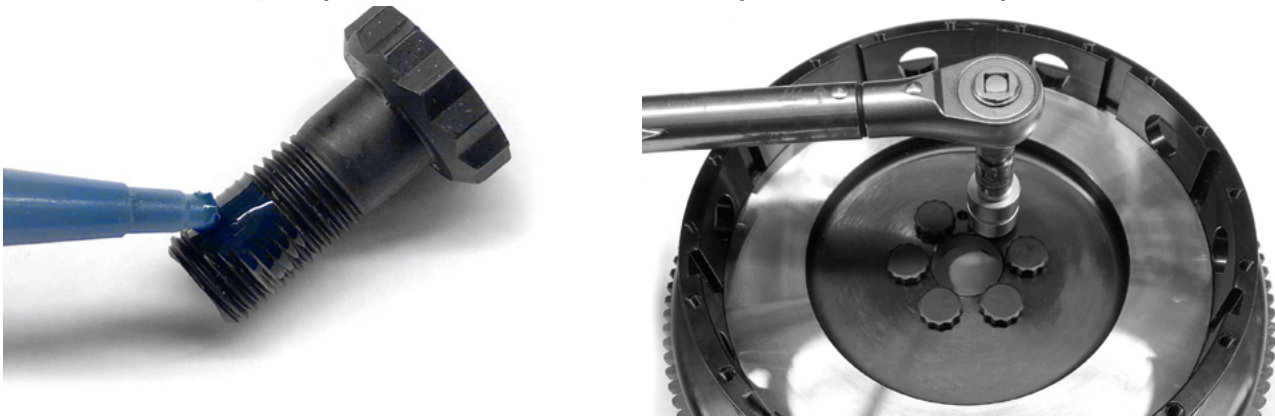
1. Clean the back of the engine of any old clutch dust or oil that could contaminate the clutch. Also clean the crank mounting surface with emery paper to remove any corrosion or burrs.



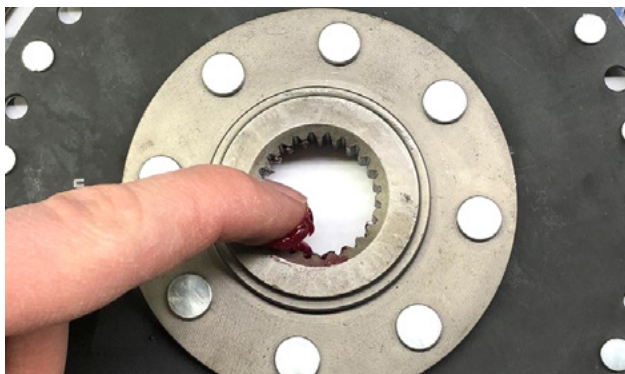
2. Unpack and disassemble the new clutch assembly with clean hands. Take note of the order of disassembly of the components.
3. Clean the new flywheel front & back of any anti-corrosion oil before checking the fitment on the crank.



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



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



- Locate the "Transmission Side" marking on the friction discs.



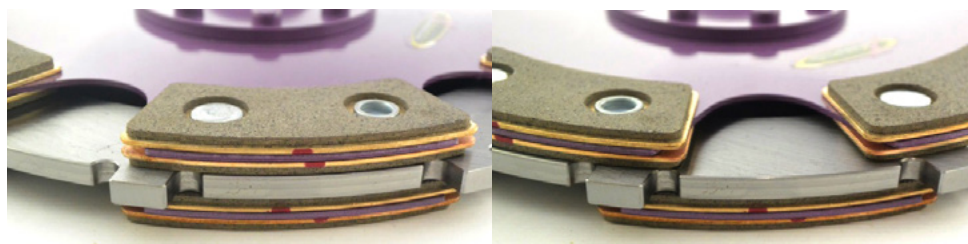
- Install the bottom disc on the flywheel with the "transmission side" facing away from the flywheel followed by an intermediate plate. Install the top friction disc the same way. Ensure that all parts are clean and that the orientation is correct. Double check that the discs are in the correct orientation by ensuring that there is a small amount of clearance between the hubs (0.5mm/ 0.020" or more).



When ceramic button friction discs are used, ACS recommends aligning the buttons of the top disc with the bottom, however it is not critical.

Aligned

Not Aligned



- Mount the main pressure plate casting into the adapter ring with the fulcrum facing up. At this point use the alignment tool to align the friction discs to the pilot bearing.



9. Mount the alloy pressure plate to the adapter ring and loosely start the threads on 10 of the 20 M6 pressure plate bolts. Slowly tighten the 10 bolts by hand with the aligning tool still in the spline of the discs.

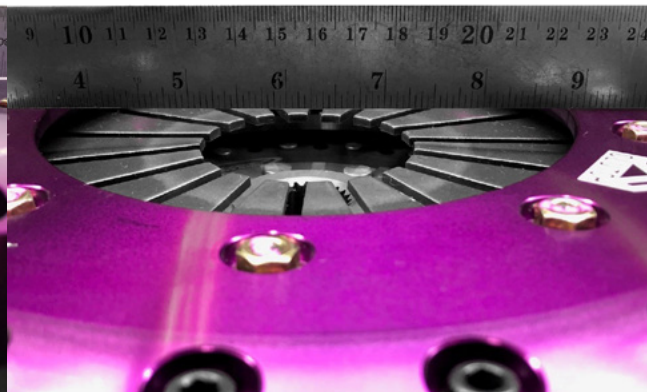
10. Start to do the 10 bolts up 1/4 turn at a time in a circular motion. After every rotation remove and re-fit the alignment tool to check the discs are aligned to the pilot bearing.



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 bolts up to 13ft.lbs/ 18N.m.



12. 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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