



CLUTCHTECH



TSB-185-3

184mm/7.25" Triple/Quad Disc Installation Guide

This product is a high performance upgrade with floating intermediate plates. As a result, there will be a distinctive rattle caused by the intermediate plates 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 new clutch. Also clean the crank mounting surface with emery paper to remove any corrosion or burrs.



2. With clean hands, unpack and disassemble the new clutch assembly. Take note of the order and orientation of the components.
3. Clean both sides of the new flywheel with brake cleaner, removing any anti-corrosion oil before checking fitment on the crank.



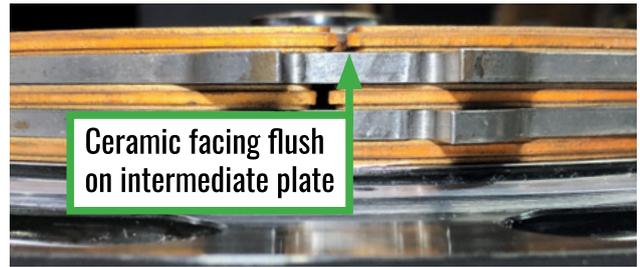
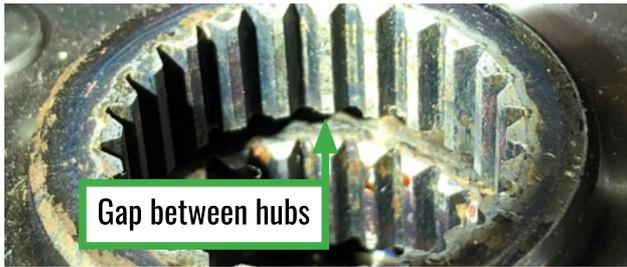
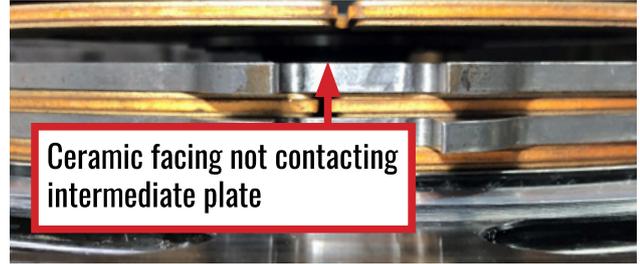
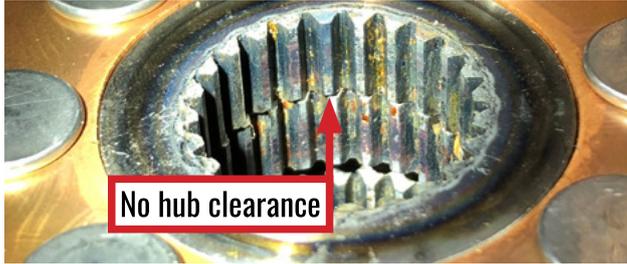
4. If the supplied flywheel bolts do not have pre-applied thread locking compound, manually apply it to the bolts and mount the flywheel to the crank. Torque all flywheel bolts to manufacturers specifications.

5. Apply a small amount of spline grease to the splines on each disc. Slide them onto the input shaft, rotating them several times to evenly distribute the grease. Wipe any excess grease built-up off the edges of the hubs.



Disc Assembly

For some vehicles, disc order will be labelled. If the discs are not labelled, it is extremely important that they are assembled so there is clearance between all of the hubs. It is simple to check for clearance by looking at the hubs, and by checking that the ceramic facings are flush against the intermediate plates and pressure plate casting.



1. Using the supplied alignment tool to hold the discs in place, start by placing the first disc onto the flywheel, followed by the first intermediate plate.



2. Place the second disc onto the flywheel, followed by the second intermediate plate. Note that for quad disc kits, there will be an additional disc & intermediate plate before the final disc and pressure plate casting.



3. Place the final disc onto the flywheel, followed by the pressure plate casting, making sure that the flat friction surface is against the ceramic facing. Ensure the "teeth" of the intermediate plates and pressure plate casting align so that the pressure plate bolt holes are in the gaps, circled in red.



Pressure Plate Install

1. Fit the pressure plate over the assembly, ensuring that the legs of the pressure plate are lined up with the gaps of the intermediate plate and main casting. Start to tighten the bolts 1/4 turn at a time in a circular motion. After each rotation, remove and re-fit the alignment tool to check the hub is aligned to the pilot bearing.
2. Finally, tighten the pressure plate bolts with a torque wrench to 35Nm/26ft.lbs. At this stage, the diaphragm should sit flat and level. Any significant runout/unevenness in the diaphragm fingers will need to be checked and addressed. Minor amounts of runout between the diaphragm fingers may be present, however this will even out once the clutch is operated in the vehicle.



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