



# CLUTCHTECH



## TSB-200-2-X-1

### 200mm Sprung 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 new clutch. Also clean the crank mounting surface with emery paper to remove any corrosion or burrs.



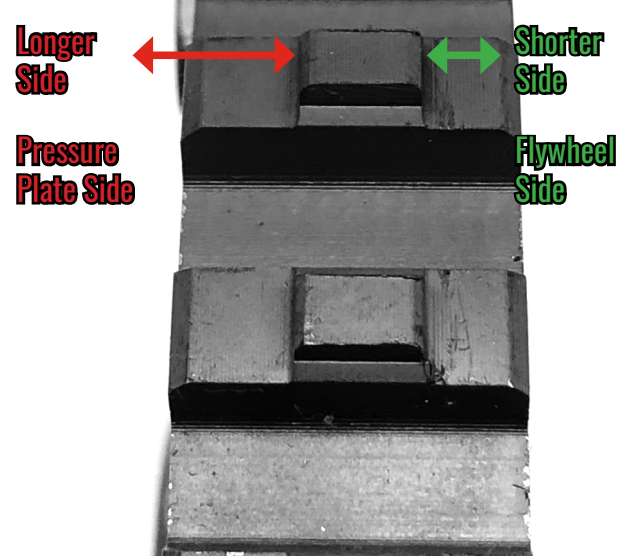
2. With clean hands, unpack and disassemble the new clutch assembly. Take note of the order and orientation of the components.
3. Clean both sides of the new flywheel with brake cleaner, removing any anti-corrosion oil before checking fitment on the crank.



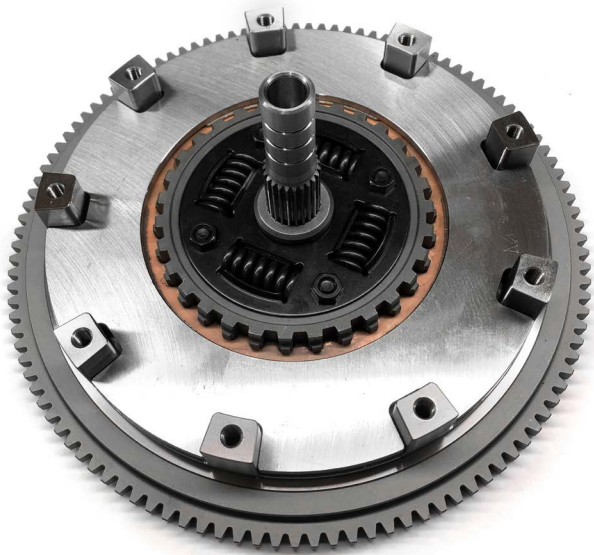
4. If the supplied flywheel bolts do not have pre-applied thread locking compound, manually apply it to the bolts and mount the flywheel to the crank. Torque all flywheel bolts to manufacturers specifications.
5. Apply a small amount of spline grease to the spline on the hub and slide it onto the gearbox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



- 6. Using the supplied alignment tool to hold the assembly in place, fit the first ceramic facing, followed by the hub. It is important to note that the hub must be fitted in the correct orientation, with the shorter side against the flywheel.



- 7. Fit the first intermediate plate onto the flywheel assembly, followed by the second ceramic lining.



- 8. Fit the upper casting to the flywheel assembly, making sure that the flat friction surface is against the ceramic facing.



### Pressure Plate Install

1. Fit the pressure plate over the assembly. Start to tighten the bolts ¼ 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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