



Fitting Sheet 6 - Generic Fitting Sheet

Important tips when fitting a Clutch

- Thoroughly clean block face (and sandwich plate if fitted)
- When fitting a new flywheel please note: NPC install the ring gear using a heat shrink method. Care is taken to ensure the ring gear is fitted to the flywheel correctly, but before fitting, please confirm that the ring gear is seated correctly.
- Fit the flywheel and torque bolts to specification, using Loctite sparingly on the threads.
- Fit new spigot bearing.
- Clean flywheel face, pressure plate face & inside diameter of pressure plate casting with thinners. Make sure that the inner crank area around the spigot bearing & crank bolts is also cleaned thoroughly.
- Remove clutch fork, check for wear, clean and regrease behind fork and on pivot ball.
- **DO NOT** over grease the clutch spline.
- **DO NOT** touch the surfaces of the clutch plate with dirty hands.
- Fit clutch using correct aligning tool (if available) and torque to specifications using correct bolts and Loctite sparingly on the threads.
- Pressure plate bolt torque specs –
- M8 Bolt – 39nm
- M10 Bolt – 77nm
- Now you are ready to fit your transmission.
- Make sure that the transmission is properly supported when fitting.
- When bleeding the clutch, evacuate dirty or contaminated clutch fluid, and use new fluid.
- Some adjustment may be needed at the clutch pedal under the dash.
- Finally the clutch must be run in by driving normally for at least 1000km's.

DISCLAIMER

In some cases you may hear some driveline chatter at idle or for approx. 500rpm through the rev range under load or if the vehicle is being laboured and driven in the incorrect gear. This can be a common association with a solid conversion flywheel; there is nothing to worry about as no components are being damaged. The dual mass flywheel previously absorbed any noise or vibration you may be feeling.