



TSB-292

230mm/ 9" Twin Sprung Disc Installation Guide

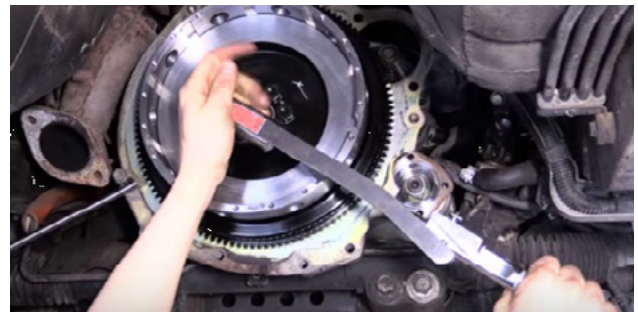
1. Clean the back of the engine of any old clutch dust or oil that could contaminate the clutch. Also clean the crank mounting surface with emery paper to remove any corrosion or burrs.



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 and 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.



5. 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.
6. Install the main sprung friction disc with the hub facing out toward the transmission followed by the intermediate plate.



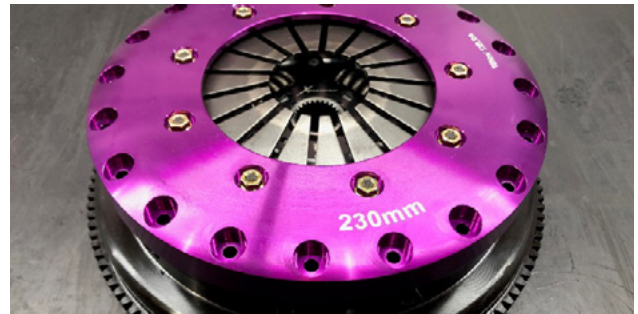


Place the top friction disc into the assembly with the drive ring facing outward toward the transmission. When ceramic button friction discs are used we recommend aligning the buttons of the top disc with the bottom as close as possible, however it is not critical.

At this point use the alignment tool to align the friction discs to the pilot bearing and leave it in.



7. Mount the main pressure plate casting into the adapter ring with the fulcrum facing up. Then mount the alloy cover to the adapter ring



8. Loosely start the threads on 10 of the 20 M6 pressure plate bolts. Use the alignment tool to hold the discs central to the pilot bearing whilst slowly tightening the 10 pressure plate bolts by hand.



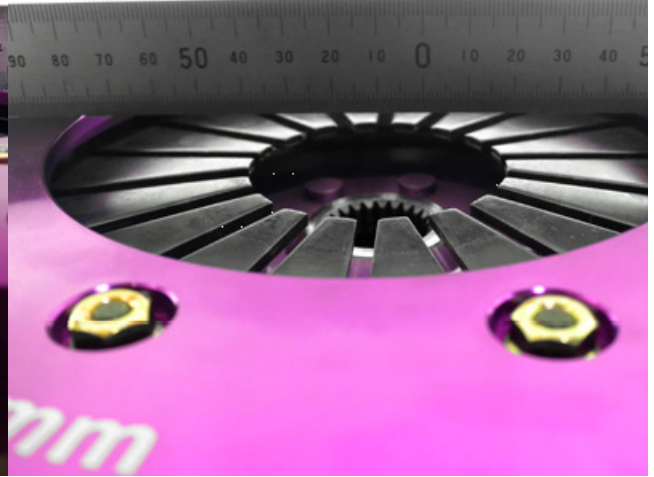
9. Start to do the 10 bolts up $\frac{1}{4}$ turn at a time in a circular motion. After every rotation remove and re-fit the alignment tool to check the discs are aligned to the pilot bearing.



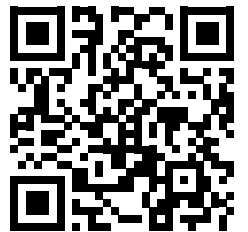
10. When the 10 M6 bolts have pulled the alloy cover up to the adapter ring firmly, the remaining 10 pressure plate bolts can be installed. Torque all 20 bolts up to 13ft.lbs/ 18N.m.



11. 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 runout once installed. This will even out once the clutch is operated in the vehicle.



[youtube.com/watch?v=VWQaGwfGfGY](https://www.youtube.com/watch?v=VWQaGwfGfGY)



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