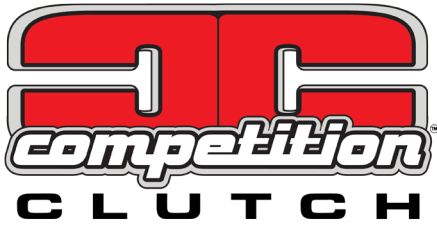




## Fitting & Install Instructions

**Failure to observe and follow these instructions when fitting your new clutch will void all warranties.**

1. It is vital to diagnose the cause of the old clutch malfunction before replacing with a new unit. Check hydraulic system, bearing free travel, cable, oil leaks, and any sign of old clutch facing that may be built up in the bell housing. All must be corrected before you begin installing your new clutch.
2. Make sure you have the correct parts. Consult a CCI Tech if you have any questions or missing parts in your kit ASAP.
3. **Replace or Resurface your flywheel.** Failure to do so will automatically void the warranty of supplied parts.
4. Clean the gear box main drive shaft splines, and then check that the new clutch disc slides freely on the shaft. Grease the shaft lightly with high melting point grease. Lack of lubrication will cause failure to disengage gears and clutch drag. Too much grease may cause slipping issues and premature failure of the clutch.
5. Check clutch release fork for cracks, check the clutch cable for stretch signs and the release bearing guide tube for any wear. Always lightly grease the outside diameter of the tube for smooth sliding of the bearing carrier. Check bearing on the clutch fork by moving the fork forwards and backwards to ensure the bearing is secure before refitting the gear box.
6. Place the pressure plate over the clutch disc after checking the disc is in the right direction and does not fall on the casting of the clutch cover assembly or the flywheel. Use the alignment tool provided to ensure correct alignment and avoid spline damage. **(Burrs on splines are a major cause of difficult clutch disengagement.)** Align pressure plate dowels to the cover. **Tighten bolts in a diagonal pattern and never use air tools to install a clutch cover assembly. Torqued down bolts that were done in an uneven pattern in some instances could cause the lever strut to dislodge itself from the pressure plate casting.**
7. When the pressure plate has been torqued down to the flywheel using factory specs ensure the diaphragm tips are in a parallel or slightly upward position.
8. Refit gear box. Never hang the gear box off the clutch disc or use any force to align input shaft. Careful as to not the bend disc.
9. Check all bell housing dowels to be sure they are in the correct position and tighten bell housing bolts. Make sure there is no dirt or material between the mating surfaces of the engine and bell housing.
10. Perform any clutch adjustments to vehicles manufacturer's specs and always reset the clutch master cylinder push rod to obtain comfortable pedal release position. Keep in mind the diaphragm tip position has changed with this installation.
11. Always check the clutch cable if you are unable to disengage the new clutch. Start by replacing the cable. If it is hydraulic start by checking the clutch master cylinder and slave, ensuring there is no air in the system. This is essential to obtain maximum travel for disengagement.
12. Road test vehicle. Never abuse a newly fitted clutch. Allow 500 mile break-in and always adjust free travel on your new clutch at 750 miles and again at 1500 miles. Adjust thereafter every 10,000 mi.



## HOW TO PROPERLY GREASE YOUR CLUTCH

If your disc looks like this after installation any and all warranties will be VOID.

If you have any questions or concerns please feel free to contact the Tech Department.



Example of TOO MUCH GREASE, which causes grease to spray all over the disc and ruin the disc material or pads.



Example of PERFECT AMOUNT OF GREASE. As you can see it is barely visible to the naked eye and acts as more of a lubricant.



Example of TOO MUCH GREASE on input shaft, which causes grease to spray all over the disc and ruin the disc material or pads.



Example of PERFECT AMOUNT OF GREASE on the input shaft. As you can see it is barely visible to the naked eye and acts as more of a lubricant.