

Instructions for T56 MAG XL Mustang Triple Disc Clutch Kits

Notes specific:

1. Use new flywheel bolts included with the flywheel for installation or new OE flywheel bolts
2. Measure Finger height and CSC compression before installation. CSC should be compressed .500-.625" when the trans is installed. (See page 4-5)
3. Check finger height to flat on the cover. Should measure .390-.410"

Kit assembly instructions

1. Unpack all of the Clutch Kit components and **Thoroughly Clean** that all parts supplied. Use lacquer Thinner or Brake Cleaner that does not leave a residue.
2. Check clutch discs slide freely on the transmission input shaft.

3. **NOTE: F9014 flywheels the bolts thread INTO the flywheel. Pictures are only and illustration**



Pic 1



Pic 2

4. Bolt the Flywheel to the engine crankshaft with the bolts supplied. Use a suitable Loctite (Loctite 272) on the threads and tighten to the manufacturer's specification.

5. **NOTE: F9014 flywheels the bolts thread INTO the flywheel. ASSEMBLE the clutch before threading bolts to flywheel**



Pic 3



Pic 4

6. Mount the clutch disc with the side marked "**Flywheel Side**" against the flywheel and insert an alignment tool through the clutch disc spline.

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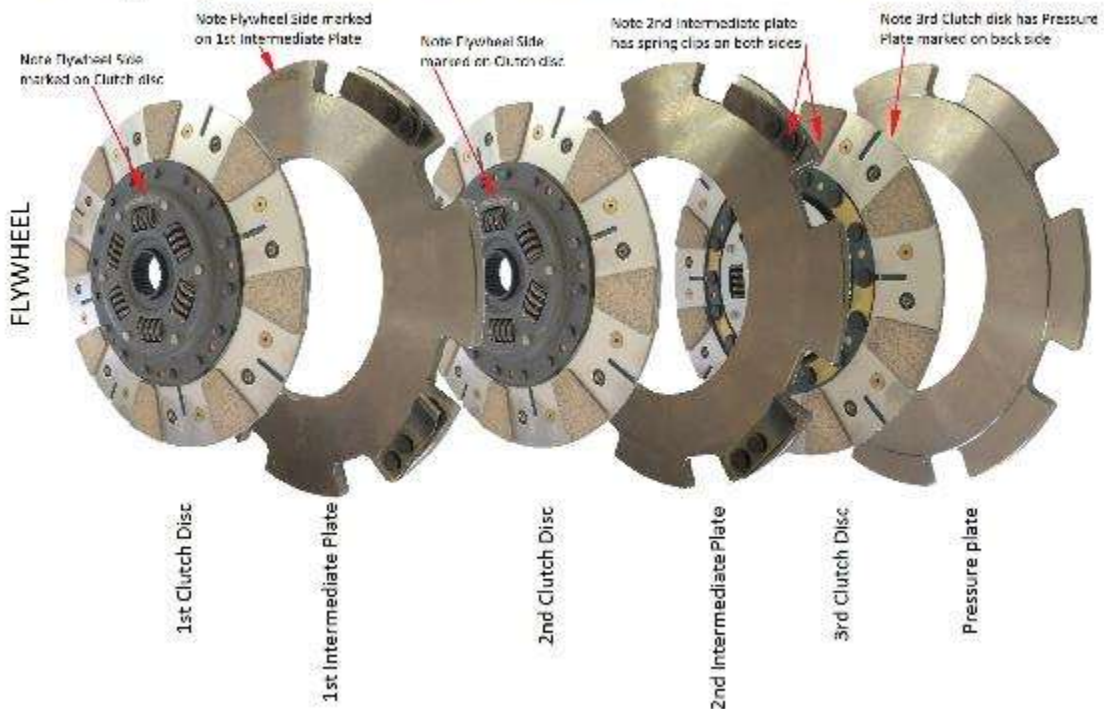
7. Assemble the intermediate plate onto the drive blocks as shown. Note: Care must be taken when handling the intermediate plate spring clips as they are factory set for release. If they are damaged in any way the clutch may not operate as designed. The Foam Packing must be removed just before installation. Make sure the heads of the bolts are still in the groove on the back of the flywheel.



Remove Foam Packing from the Spring Clips before installation.

Pic 8

Assembly sequence and orientation for Mantic 9000 series Triple plates



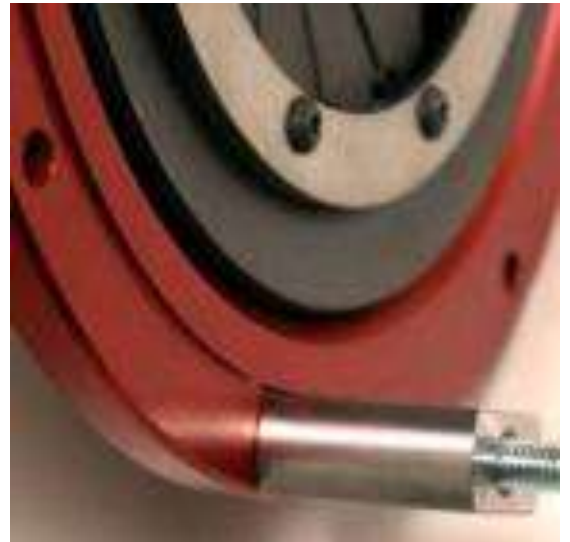
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Align the anti-rattle springs as shown

Align the friction pads in line with each other as shown

- 8 Mount the Clutch Disc with the **“Pressure Plate Side”** against the Cover or Pressure Ring.
- 9 Slide the Cover Assembly over the clutch mounting bolts and make sure the Drive blocks are sitting in the groove of the Flywheel and Cover Assembly and that all of the heads of the bolts are still in the groove on the back of the flywheel.

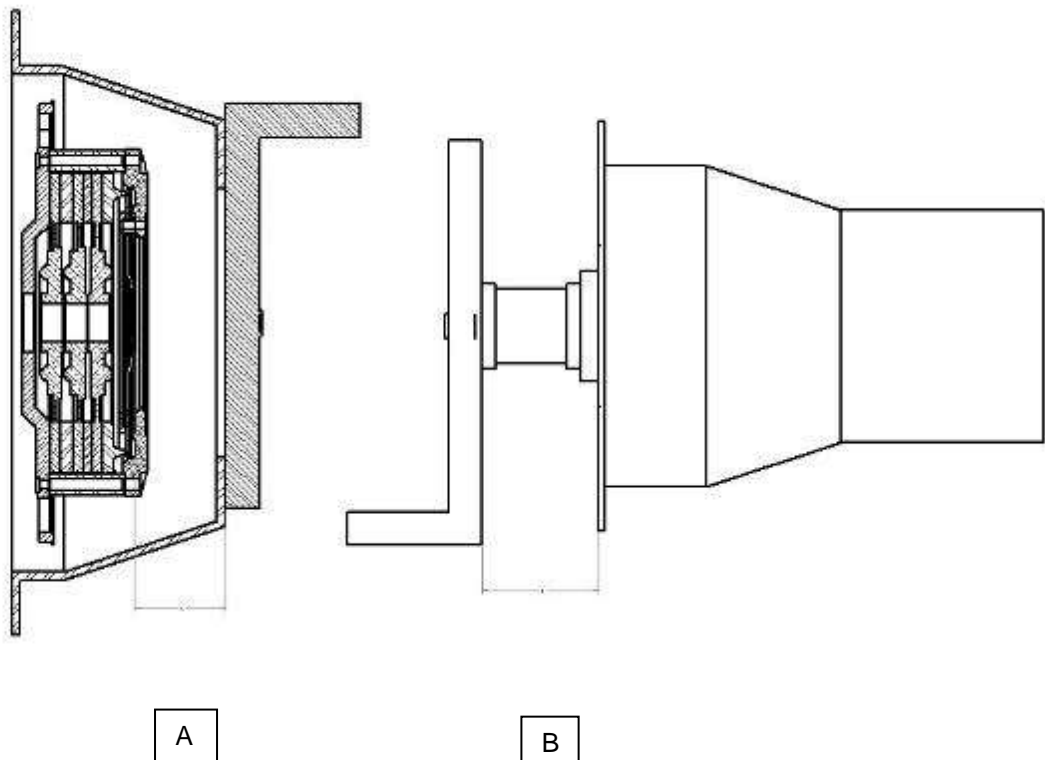


Ensure Blocks do not ride up on the step on the Flywheel or Cover during assembly

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- 10** Place the **supplied lock washers** (failure to use the supplied lock washers may result in the nuts working loose and the clutch failing) and nuts over the clutch mounting bolts and tighten each by hand, until the heads have seated correctly in the groove on the back of the flywheel. Ensure the drive blocks have seated correctly on the Flywheel and Cover, (i.e. not sitting up on the machined step that positions the drive blocks).
Tighten each nut one half a turn at a time, always tightening the nut diagonally opposite the previously tightened nut. **The final torque for the nuts is 25 ft-lbs (33Nm)**. When the nuts are tightened the fingers of the diaphragm should now be even. (No variation of the heights of each diaphragm finger). If there is variation of over 1mm the cover has not been fitted correctly and should be loosened and checked as per the procedure above.

To check bearing compression on a separate bell housing and transmission:
Leave CSC fully extended, as it sits with the spring.



Dimension B should be .500-.625" Greater than dimension A

**Watch the installation videos at MANTIC CLUTCH USA on Youtube
Contact Mantic Clutch USA**

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