

FITTING AND 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 BFI Tech if you have any questions or missing parts in your kit ASAP.
3. Replace or resurface your flywheel. If your kit does not include a flywheel, failure to resurface your existing flywheel will automatically void the warranty of supplied parts. If your kit does include a new flywheel - install the flywheel with supplied bolts and torque to factory specs.
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 the clutch release fork for cracks if your transmission has a separate release fork. If it has a release bearing/slave assembly, this is not necessary.
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 bend the 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. Bleed the hydraulic system per factory specifications (Pressure bleeding is strongly recommended). 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.

DUAL MASS FLYWHEEL REPLACEMENT

CONVERSION KIT FROM DUAL MASS TO SOLID FLYWHEEL YOU MAY EXPERIENCE THE FOLLOWING

- There may be more free play in the competition clutch pedal than a stock kit (1" to 2")
- The clutch pedal free play may need to be adjusted (if applicable) for proper operation
- There may be audible gear rattle caused by engine harmonics while in neutral or engine braking.
- The clutch engagement point may differ from the stock clutch
- The clutch pedal may have a different feel from the stock clutch

SHOULD YOU HAVE ANY QUESTIONS ABOUT THE ABOVE CHANGES PLEASE CALL OUR TECHNICAL HELP LINE FOR ADVICE BEFORE FITTING