Rev. 20230410

10” TWIN DISC INSTALL SHEET

These instructions will assist you with your installation.

SFI 1.2, 1.3, 1.4, 1.5

ATTENTION!

The installation of this product must be performed by a qualified mechanic. It is highly recommended to follow the guidelines within the factory service manual along with this information guide. **NOT FOLLOWING BREAK-IN WILL RESULT IN WARRANTY DENIAL, PLEASE FOLLOW THE GUIDELINES ON PAGE 2.**

Please inspect all components prior to install, if something is damaged or does not seem correct, contact us immediately. Attempting to disassemble, modify, or alter any component will void warranty.

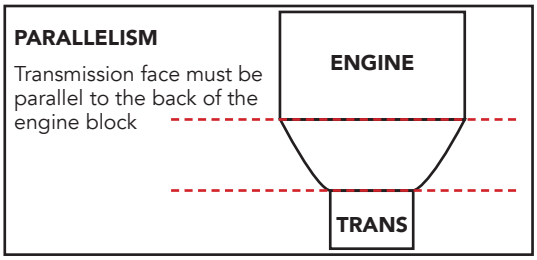
BEFORE YOU BEGIN PLEASE...

- Do not use an impact driver to tighten pressure plate bolts.
- Make sure the flywheel surface is dry with no oil or lubricants on it. Failure to do so may result in chatter or slippage (please thoroughly clean it with brake cleaner prior to installation).
- Ensure that the hubs make full spline contact with the inputshaft, there is clearance between hubs (and rivets) and that there is clearance between the bottom disc and flywheel bolts.
- It is HIGHLY recommended to upgrade from a 5/8” master cylinder to a 3/4”.

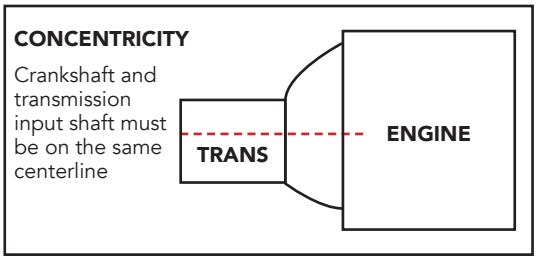
BELLHOUSING ALIGNMENT

- Before installing the transmission, ensure that the bellhousing is concentric and parallel (within .010”). Also, if a steel bellhousing is used, be sure that the engine and transmission surfaces do not have excessive/uneven paint or powder-coating. Do not assume that a new bellhousing or engine is within spec, always be sure
- Before installing the clutch housing, refer to diagram [1] and bolt it onto the engine block. Attach a magnetic base dial indicator to the crankshaft flange and rotate the crankshaft. Sweep the indicator in a 6” circle on the back of the housing and verify that the total indicated runout does not exceed .010”. If it exceeds .010”, machine the back of the bellhousing and/or engine block so that it is perpendicular to the crankshaft centerline.
- The concentricity of the clutch housing transmission register hole should be verified. Refer to Diagram [2] and sweep the inner diameter of the clutch housing transmission register hole using a dial indicator. The total indicated runout should not exceed .010”. If the value exceeds .010”, you can correct block concentricity by using a bellhousing index plate.

[1]



[2]



INSTALLATION

- **Grease Input Shaft Splines:** When using grease to lubricate the splines of the input shaft, be sure to only use a small amount of grease, as excessive grease can fling into the friction material and cause the clutch to slip. A simlpe example is to apply grease as if you’re applying chapstick to your lips.
- **Install Flywheel:** Use the provided flywheel bolts and torque to the below specifications:

APPLICATION	TORQUE SPEC*
Chevy LS/LSX/LT1/LT4	75 ft-lbs
Chevy Small Block/Big Block	75 ft-lbs
Ford Coyote	60 ft-lbs
Ford Small Block	75 ft-lbs

**with thread lock compound*

- **Align Clutch Discs:** Using the supplied alignment tool, align the bottom (flywheel side) friction disc with pre-installed top friction disc. Both discs should be installed in the same orientation. Note that the top disc has already been aligned by us during clutch assembly–*do not do anything to pull this disc out of alignment.*
- **Apply Threadlocker Compound:** Apply a small amount of medium strength threadlocker (blue Loctite 242 or equiv.) to each of the six supplied clutch cover bolts.
- **Clutch Install:** Insert the alignment tool into the pilot bearing and finger tighten the bolts. Due to the free play between the plastic tool and hub splines, you might find it necessary to rotate the tool and/or bottom disc to take up the slack (try turning the tool clockwise to take up the slack against the top disc, then turn the bottom disc counter-clockwise to take up the slack against the tool).
- **Install Pressure Plate Bolts:** While keeping the discs aligned, slowly tighten all six clutch bolts in a star pattern turning each bolt ¼ turn at a time until the clutch cover legs are fully seated against the flywheel. Torque clutch bolts to 35 ft-lbs.

10” TWIN DISC INSTALL SHEET

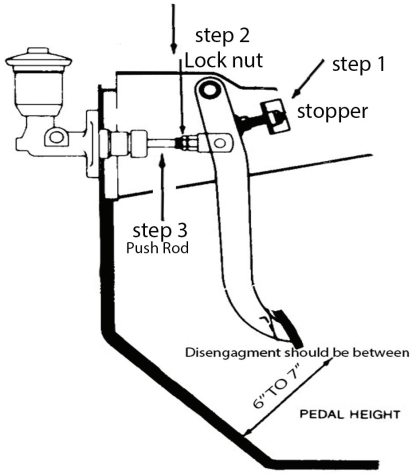
These instructions will assist you with your installation.

RELEASE BEARING

- When installing this clutch, there are a few things to keep in mind. First, it is designed to be used with a flat-face release bearing. The outside diameter of the bearing face should not exceed 3.250”.
- Next, if using a Tilton hydraulic release bearing such as the 6000 series, refer to the bearing installation instructions for proper clearance and adjustment. If using the factory release system, ensure that there is a minimum of .125” bearing clearance (measured with the hydraulics fully compressed). The travel of factory bearings vary, so keep in mind when determining maximum clearance that you will need approximately .250” of diaphragm spring travel to release the clutch (after the bearing contacts the fingers).

CLUTCH PEDAL STOP

- The limiting travel can be adjusted depending on the release bearing system, master cylinder, and clutch pedal used. The simplest way to set a clutch pedal stop once the drivetrain is in place is as follows:
  - Jack up the rear of the car and support it on jack stands.
  - Without turning on the engine or pressing down on the clutch, slowly depress it until your wheels just break free.
  - Give it an additional .250” of travel (measured at the foot pad) and lock in place so that when you release your foot from the pedal, it will cleanly release itself without damaging any parts of your car.



CLUTCH DISCS – MAINTENANCE

- Clutch Discs start new at 0.250” thick and should be replaced after the total pack wears 0.030”

FLOATERS AND PRESSURE PLATE – MAINTENANCE

- Peridically inspect the discs and floaters for any warping. Warping happens from heat being put into the clutch from slipping. Check warping with a straightedge and feeler guages. Maximum allowable warping is 0.008” in any plate. Pressure plates can be resurfaced to a minimum thickness of .525” (post resurfacing thickness, not pre). Floater plates should NEVER be resurfaced.
- If your clutch has warped floaters or a pressure plate NEVER put new discs into the assembly, this would cause uneven contact across the face of the discs and will result in the discs wearing out quickly. On the same note, discs that were used in a clutch with a warped pressure plate or floaters should NEVER be used in a new clutch assembly.

NOT FOLLOWING BREAK-IN PROCEDURES OUTLINED HERE WLL RESULT IN A DENIAL OF WARRANTY.

BREAK-IN MILAGE	500 Street miles OR proper heat cycling	
BREAK-IN PROCEDURE	• Street driving (highway miles will not contribute) • Keep RPMs under 4,500	• No more than half throttle should be used • No boost (if applicable)

SFI SPECIFICATIONS FOR THIS KIT

SFI Spec 1.2 Multiple Disc Clutch Assemblies for Vehicles with Naturally Aspirated Engines

SFI Spec 1.3 Nitro-Methane Drag Race Multiple Disc Clutch Assemblies

SFI Spec 1.4 Methanol Drag Race Multiple Disc Clutch Assemblies

SFI Spec 1.5 Multiple Disc Clutch Assemblies for Supercharged, Nitrous Oxide-injected, and Turbocharged Vehicles

www.actionclutch.com