

Installation Instructions for Mantic Clutch Kits

“Direct fit” Clutch Kit Installation:

1. Unpack all of the Clutch Kit components and check that all parts are supplied.
2. Check clutch discs slide freely on the transmission input shaft.
Remove all labels and clean the friction surfaces of the Flywheel, Pressure Plate and Intermediate Plates i.e. using a cleaning fluid such as paint thinners or acetone.

3. Insert the Cover Assembly mounting bolts through the flywheel from the engine side of the flywheel and ensure the heads of the bolts fit snugly into the groove on the engine side of the flywheel.



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. Slide the drive blocks onto the clutch mounting bolts supplied, making sure the heads of the bolts are still in the groove on the back of the flywheel. (To check put your finger through the hole in the flywheel opposite each bolt and feel that the head is in place)



Pic 3



Pic 4

6. Mount the clutch disc with the part number suffix “-F/X” onto the flywheel with the side marked “Flywheel Side” against the flywheel and insert an alignment tool through the clutch disc spline.



Pic 5

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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 (9000 series only) 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.



Pic 7



Pic 8

- 8 For Triple Plate Kits Only** – Qty (2) Clutch Disc will be marked “Flywheel Side” and both need to face the flywheel. Slide second intermediate plate over the drive blocks, and ensure the heads of the bolts are still in the groove on the back of the flywheel.
- 9** Mount the Clutch Disc with the Part number suffix “-P” over the alignment tool and onto the intermediate plate with the side marked “Pressure Plate Side” against the Cover or Pressure Plate.
- 10** Slide the Cover Assembly over the clutch mounting bolts and make sure the Drive blocks are sitting on the correct mounting surface 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.



Pic 9a MOI

Cover Slid over bolts



Pic 10

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



Pic 11

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- 11** 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 33Nm (25Ft-lbs).** 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.

- 12** Some applications using Concentric Slave Cylinder type throw-out mechanisms require a spacer to be fitted under the CSC. **If a spacer is included in the packaging of the kit, it must be installed under the CSC.**

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