# 10.5” CIRCLE TRACK CLUTCH INSTALLATION INSTRUCTIONS

**Single Disc**

Prior to clutch installation, the vehicle should be driven and tested for any powertrain issues. Make note of pedal feel, shifting ability, as well as any vibrations as these could indicate more issues other than clutch wear or failure. Not servicing these other issues at time of clutch replacement could cause premature wear and possible failure of the new clutch, as well as voiding any warranty.

1. Remove transmission per shop manual.
    a. This is the time to inspect your transmission seals and bearings. If the input shaft is loose or the seal is leaking, this will cause damage to the new clutch and greatly decrease vehicle performance.
    b. Be sure to check clutch linkage for wear and tear. Make sure the cable is not frayed or crimped and has a full range of motion. If you have a hydraulic system, check for leaks as well as fluid level and condition. Replace and flush if necessary.
2. Inspect input shaft for damage, burring or twisting.
    a. After cleaning, apply a very small amount of high temp grease (such as wheel bearing grease) to the input shaft splines only. Anything less viscous, like anti-seize, may not cling to the rotating part. Install the disc on the shaft and move it back and forth, removing all excess grease squeezed through the hub. Before installing the clutch use the disc to ensure there is no twist or damage on the input shaft. To do this, take the disc and slide it the length of the input shaft making sure it is free to move the entire length of the input shaft in both directions.
3. Remove existing clutch/pressure plate assembly and friction disc.
4. Remove existing flywheel.
5. Inspect flywheel mounting surface to ensure it is free of contamination, damage, or burrs. Failure to do this could result in the flywheel not seating correctly.
    a. This is the perfect time to inspect your bottom engine seals and bearings. If rear main seal is leaking, this will cause damage to the new clutch and greatly decrease vehicle performance.
6. Replace pilot bearing/bushing.
7. Install new or resurfaced flywheel.
    a. NEVER INSTALL A NEW CLUTCH ON A FLYWHEEL THAT HAS NOT BEEN RESURFACED OR REPLACED.
    b. Some applications use torque to yield bolts and need to be replace every time. If unsure, use new flywheel mounting bolts.
    c. Torque to shop manual specifications. CAUTION: Overtightening of flywheel mounting bolts may result in crankshaft damage and oil leaks at the rear main seal.
8. Before mounting clutch assembly to flywheel, clean the flywheel with a brake cleaner. DO NOT touch the friction material with greasy hands!

**(continued on back)**

9. Install the provided alignment tool through the clutch into and through disc, paying careful attention that the disc is oriented correctly.
10. Carefully insert alignment tool in pilot bearing/bushing and align cover assembly with clutch mounting bolt holes.
11. Install and finger tighten the clutch mounting bolts.
12. Torque the clutch assembly mounting bolts to proper specifications using a star pattern.
    b. 3/8-16 x 1" = 45 ft-lbs
13. Remove alignment tool.
14. Re-install transmission taking caution not to hang transmission on the clutch disc or forcing the input shaft splines into the clutch disc. It is recommended that the transmission be put in gear before installation. This will aid in the spline alignment by being able to turn the input shaft with the output shaft, or by slightly rocking the transmission back and forth. Torque transmission mounting bolts per shop manual.
15. When using a hydraulic release bearing, fully bleed the hydraulic system per shop manual.

**With any release system, this clutch is designed to have a diaphragm stroke of 1/2" for full release, so having proper adjustment is critical. Verify that the clutch engages and disengages properly BEFORE starting vehicle.**