



Street Twin Clutch Installation Instructions

All assemblies should be balanced to the flywheel you are replacing. Street Twin assemblies are not pre-balanced from the factory. Allow 500 city miles (1200 shift cycles) break-in period before hard driving.

When performance driving, all traction control devices must be turned OFF or clutch slippage will occur.

1. Inspect clutch assembly before disassembly. Note the alignment marks. See Figure 1.



Figure 1

2. Unbolt pressure plate by removing six nuts. **Note alignment mark (blue paint) on pressure plate, floater, and flywheel. These must be in the same position when re-assembling.**
3. Remove top disc. Notice the hub on the disc is cupped towards the transmission. Also note “Flywheel Side” on the disc center. See Figure 2.

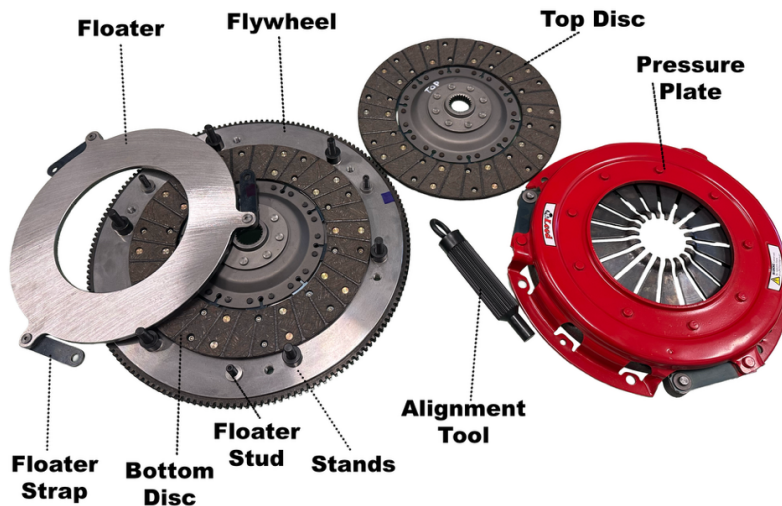


Figure 2

4. Remove the three nuts that hold the floater straps onto the flywheel. Remove the floater assembly. Not the straps on the floater are on the flywheel side. **DO NOT REMOVE THE STRAPS FROM THE FLOATER!** There are 6 large studs and three small studs in the flywheel. There are spacers (stands) and shims on these studs. Do not mix these parts. Install nuts onto studs to prevent the spacers and shims from falling off the studs during flywheel installation.
5. Remove the bottom disc. Notice the hub on the disc is cupped towards the transmission. Also note “Flywheel Side” on the disc center.
6. Inspect the crankshaft at this time. Remove any dirt from the crank and clean the pilot hole. A wire brush can be used. Inspect the pilot bushing; if worn or damaged, replace it at this time. Install flywheel onto crank using high-quality crank bolts. Torque bolts to factory specifications.
7. Remove the three small nuts from floater studs and lock washers. Be sure the shims do not fall off the studs. Install bottom disc with the flywheel side towards the flywheel.
8. Install the floater onto the studs. Be sure to note the alignment marks. Floater straps must be on flywheel side. Install the three nuts and tighten to 25 ft/lbs. Insert the pilot tool and rotate the disc. The disc should be free and clear. Remember to keep the same shims on the factory studs. If all is correct, continue with installation. **Do NOT use Loctite on these nuts!** See figure 3.



Figure 3

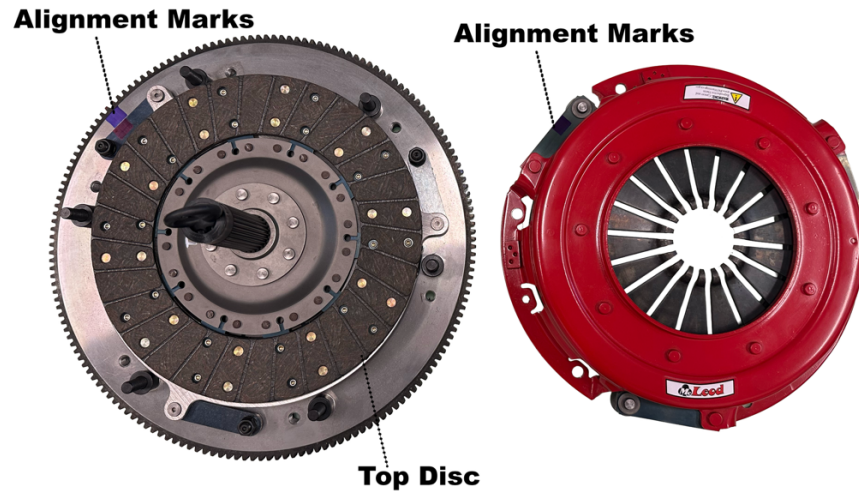


Figure 4

Order of Hardware:

Pressure Plate:

- 3/8"-16 x 3/8"-24 studs
- Shims below .510" machined spacer
- (3)-.020" (.375" ID)
- Pressure Plate
- 3/8" flat washer
- 3/8" split lock washer
- 3/8" flange nut – torque to 35 ft/lbs.

Floater Plate:

- 5/16" -19 x 5/16" – 24 studs
- Shims against adapter ring at each stud location
- (1)-.005" shim
- Floater/Adapter ring
- 5/16" split lock washer
- 5/16" flange nut – torque to 25 ft/lbs.

9. Install top disc with "flywheel side" towards the flywheel. Insert and rotate the pilot tool all the way into the pilot bushing to align both discs. Remove the nuts from the 6 large studs. Do not allow the stands or shims to fall off the studs. See Figure 4.
10. Install the pressure plate onto the 6 studs. Be certain to note the alignment marks. Install flat washers, lock washers and then flange nuts onto the studs and tighten to 35 ft/lbs. **Do NOT use Loctite on these studs!**
11. Complete the bellhousing, transmission, and driveline installation.

Chrysler Applications: If helper spring is mounted under the dash on the clutch pedal, remove it. Allow more free play at throw-out bearing than normal. When engaging transmission into reverse from neutral, it should not grind into gear. If grinding occurs, there may be insufficient clutch release, caused by too little throw-out bearing travel.

Important Clutch Installation Hints

The following check list is a reminder of the necessary inspection points and precautions required to insure a trouble-free clutch installation.

Installation / Do's

- 1) Determine cause of original clutch failure. Cause of first clutch failure (if not wear) MUST be found and corrected. If oil is present on clutch plate, cause of leak MUST be corrected before installation of new clutch unit.
- 2) Check splines on transmission input shaft for signs of abnormal wear or twisting. Slide new disc on spline by hand gently to check fit. Disc should move FREELY on splines.
- 3) Remove ALL oil or grease from friction surfaces on flywheel and cover assembly. Surfaces MUST be clean and dry. Also, clean input shaft spline with a wire brush. Lubricate with dry graphite spray if needed.
- 4) To ensure proper operation, friction surface of flywheel MUST be resurfaced. Check dowel pins, they must be smooth and straight.
- 5) If throw-out bearing is worn, replace it, better now than later.
- 6) Closely inspect pilot bearing or bushing for excessive wear to avoid transmission shaft misalignment. Replace it if any doubts.
- 7) Use clutch alignment tool to ensure disc and cover are properly aligned with pilot bearing.
- 8) If using an aftermarket scatter shield/bell housing, checking center hole run-out is highly recommended.
- 9) Be sure all special type bolts, if any, are replaced in their proper locations.
- 10) Torque all clutch cover bolts evenly, to factory recommended spec, using a progressive "criss- cross" tightening pattern.
- 11) Before completing installation, inspect all clutch linkage parts (fork, clevis, pins, etc.) for signs of wear and replace ALL worn pieces. Grease all pivot points in linkage system.
- 12) Adjust clutch pedal "free play" to correct specifications. Throw-out bearing should not be tight against clutch fingers. 1/8" – 1/4" is recommended, except cable linkage.

Installation / Don'ts

- 1) Don't let any grease or oil contact ANY friction Surface.
- 2) Don't use an impact (air gun) to tighten cover bolts.
- 3) Don't let transmission weight rest on input shaft during installation.

Torque Specs

5/16-18 Grade 8	25 Ft/Lbs.
3/8-16 Grade 8	35 Ft/Lbs.
7/16-20 Grade 8	65 Ft/Lbs.
1/2-20 Grade 8	75 Ft/Lbs.

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McLeod Racing LLC, products are warranted to be free from defects in material and workmanship for the period of ninety (90) days, from the date of purchase. McLeod does not warrant or make any representations concerning its products when not installed and or used strictly in accordance with the manufacturer's instructions for such; installation and operation, and in accordance with good installation and maintenance practices of the automotive industry. Products purchased used do not carry a warranty. This warranty is to the original purchaser and is non-transferable.

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McLeod Racing LLC reserves the right to examine all parts returned for warranty claim to determine whether any such part has failed because of a defect in material or workmanship. McLeod's obligation under this warranty shall be limited to repairing, replacing or crediting, at its option, any part found to be defective. All products returned to McLeod for warranty inspection must be prepaid by the customer under this warranty.

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