IS-M-7560-A302
8/9/96
CLUTCH KIT INSTALLATION TIPS

Ford RACING PERFORMANCE PARTS

NOTE: FORD MOTORSPORT CLUTCH KITS ARE SOLD AS IS WITH ***NO WARRANTY*** !!!

NOTE: THIS CLUTCH IS DESIGNED WITH A STIFF SPRING HUB, THIN WAVE PLATE, CONCAVE PRESSURE PLATE. MAY HAVE HARSH ENGAGEMENT / SLIGHT CHATTER UNTIL COMPLETE BREAK IN. (APPROX. 500 MILES) THIS IS NORMAL WITH A PERFORMANCE CLUTCH.

After examining a group of supposedly defective clutches we have repeatedly found incorrect installation to be the cause of the failure. We recommend the following procedures be strictly adhered to.

* A new flywheel should be used. This will eliminate problems caused by improper machining, which could lead to chatter, vibrations or rapid wear due to incorrect surface texture.

* A new roller pilot bearing, (Ford part # D4DZ-7600-A) should be used. This bearing comes pre-lubricated. **REMOVE EXCESS GREASE. DO NOT ADD EXTRA GREASE**. An excessive amount of grease can leak out onto the clutch disc and contaminate the friction material. When contaminated the disc will slip and glaze.

* The throw out bearing (D9ZZ-7548-A) supplied in the kit must be used. It is a self-centering design. The use of aftermarket replacements may result in a loud squealing noise. The input bearing retainer should be closely inspected for grooves and ridges. The smooth operation of the release bearing depends on a smooth front bearing retainer. Replace any bearing retainer showing signs of wear. A minimal amount of grease is required for the release bearing. Excessive grease will contaminate the friction surface of the clutch disc causing premature failure. A dry film graphite lubricant may also be used.

* Cleanliness is the most important part of successfully installing a clutch kit. The parts are manufactured and shipped with rust inhibitors on them. This must be removed before installation. Clean the flywheel, clutch disc, and pressureplate with BRAKE CLEAN. Do not use carb cleaner or other solvents as these are petroleum based products and leave behind an oily residue. Failure to completely remove all oil, fingerprint, and any other residues will ultimately cause clutch failure.

* The flywheel to crankshaft bolts must be hand torqued to 75-85 Ft-Lbs. evenly. Use of an impact gun can cause crankshaft damage. Damage of this type can cause the rear main seal to leak. Loctite thread lock should be used to keep the bolts tight, and seal the threads from leaking oil past the threads and onto the clutch.

* The pressure plate bolts must be torqued to 12-24 Ft-Lbs. evenly. Each bolt should be tightened one turn at a time in a circular direction. DO NOT completely tighten one bolt at a time as this can cause distortion to the pressure plate which will result in uneven pressure on the clutch disc. Be sure to use the alignment dowels supplied with the flywheel (Ford part # D1FZ-6397-B). NOTE: Pressure plate bolts (Ford part # N602549-S51M) are metric thread.

* Make certain that the flywheel housing and cylinder block mounting surfaces are clean and that the dowels are in good condition. Bent, damaged or missing dowels must be replaced.

* Inspect the clutch fork, check for grooves in the ball socket, cable socket, and the throw out bearing contact surface. Replace if necessary. Also inspect the pivot ball.

* Reinstall the clutch cable assembly by lifting the clutch pedal to disengage the pawl and quadrant automatic adjustment system. Push the quadrant forward and hook the end of the cable over the quadrant. Cycle the clutch several times to adjust the cable. Check the cable for stretch. Be sure the quadrant is not out of adjustment. We also recommend the use of the FORD MOTORSPORT Adjustable Clutch Cable Kit (M-7553-B302).

* NOTE: Use only Dextron IIE/ III transmission fluid or equivalent in your T-5 transmission.