

CLUTCH INSTALLATION TIPS

Make sure the mounting flange of the crankshaft is clean from any old sealer and/or contaminants. A fine wire brush on a die grinder works well. The flywheel will only go on one way. Slide the flywheel on the crank, verifying where it goes and while it is hanging on there, take a marker, piece of tape, or something, put a mark at 12:00 or wherever you chose on the face. Then remove it from the crank, and put a thin film of Permatex on the mating flange of the flywheel. Now install the flywheel, making note of where it slides on at, install all 6 lock washers, then all 6 nuts. Go around all the nuts, snugging all of them. Then, with a known good torque wrench, {I prefer a 3/8th's} torque all 6 nuts once, then go back and check them again. The torque is 45 ft. lbs. Now, using the clutch alignment tool to install the clutch disc, holding it in place with the tool, install the clutch gasket and the pressure plate. Install all 16 , 5/16th's-24 bolts with lock washers. tighten all 16 bolts in a circular pattern making about 3 rounds, around the pressure plate. With the pressure plate installed and secured, pour the clutch fluid-[1 bottle]- in the opening of the pressure plate. Install the throw-out bearing in the pressure plate, paying close attention to the 1/8th.hole in the throw-out bearing. The hole needs to point straight up 12:00 o'clock. You can also see where the yoke in the bell-housing will make contact with the throw-out bearing. Now the clutch is in and lined up, the throw-out bearing in place, install a pair of bolts, one at 11:00 and the other at 5:00, both bolts are 7/16th's. I use 2, 4 inch bolts with the heads cut off. This helps you align the trans while installing it to the engine. Install transmission, turning the output shaft while engaging it into the clutch. Once trans is relatively mated to the block, install the bolt in the bell-housing at 1:00. Remove the 2 studs you put in to line it up, install all the other bolts, tighten all bolts as necessary. Make sure you put gearlube in both the front and rear portion of the transmission (if equipped with over-drive) and the rear end.

Always check engine mounts, transmission mount, bell-housing cross shaft bushings and clutch linkage cushions for integrity.

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