When installing any clutch, there are certain, definite procedures you should follow. Paying attention to these details can help prevent time consuming and potentially costly repairs or premature product failure.

- Be sure your hands and all parts are clean and free of oil and grease prior to and during installation
- **ALWAYS** use a new disc with a new pressure plate
- Double check the fit of the throw out bearing and clutch disc on the transmission input shaft prior to installation.
- Hays recommend installing a new pilot bushing or bearing whenever replacing a clutch assembly.
- If a new flywheel is not being used, check your old flywheel for cracks hot spots, high or low areas and other inconsistencies. If any of these conditions exist, have the flywheel resurfaced or replaced before installing a new clutch unit
- Install the flywheel on the crank hub and torque flywheel bolts to specifications in a criss-cross pattern.
- Insert alignment tool through clutch disc and into the pilot bushing with the sprung center hub away from the flywheel.
- After aligning the disc, install the pressure plate and attaching bolts finger-tight, then torque to the flywheel. If you do not torque the bolts in sequence with the lever spacers in place, the cover can be distorted or bent resulting in a clutch that cannot be properly adjusted. (Does not apply to Diaphragm Pressure Plates).
- Install a new throw out bearing, being careful it is mounted correctly in the clutch fork. Locate and attach the bearing/fork unit inside the bellhousing and align bearing surface with clutch levers. Insert the transmission input shaft through the throw out bearing and into the disc and pilot bearing, tighten the transmission to the bellhousing. Do not allow the transmission to hang on the disc hub, as this will result in a bent or broken disc.
- Re-attach the clutch linkage and with the clutch pedal depressed to the floor, adjust the air gap (between the clutch disc and flywheel) to the specifications listed. Release the pedal and check that throw out bearing clearance is at least .250" between the throw out bearing face and pressure plate levers, regardless of floor to pedal clearance.