



Important clutch bed in run in note:

All clutches require a run in / bed in period. Failing to see a run in / bed in period, may see the clutch flair / slip / overheat / damage your clutch and dramatically shorten the clutch life.

In most cases we ask there to be 1000km of normal stop start driving, prior to any full power / high load type use.

We appreciate that this isn't always possible, especially in the case of a competition only or non registered vehicles. So in these cases we suggest, light forward and reverse take offs (just off engine idle rpm) in a car park area or similar for 3 x 5 minute sessions, while allowing the clutch to cool between sessions for 15mins as we do not want to overheat the new clutch!.

Any run in is better than none at all, but be mindful all clutches that are not completely bed in, WILL NOT usually be able to cope to their rated HP / NM, until completely run in.

After run in, be mind full of clutch flares (engine may over power the not fully bed in clutch and see RPM flares). This can overheat and rapidly damage the clutch

Always re- adjust the free play of the clutch pedal after run in period.

Always aim to have the take up / engagement point of the clutch at less than 40mm off the floor. This ensures there is always free travel at the top of pedal and the throw out bearing is not preloading the clutch diaphragm fingers.

If you can smell your clutch while driving, this usually indicates the clutch is slipping and / or overheating. Clutch life will be dramatically shortened should this continues.

Contact us anytime for any further information or clarification of the above

Thanks

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