



## VDJ HDJ fitting instructions:

- Thoroughly clean block face (and sandwich plate if fitted)
- Fit the flywheel and torque bolts to specifications, apply Loctite sparingly on the threads.
- Torque flywheel bolts to 180nm
- Fit new spigot bearing.
- Clean flywheel face and pressure plate face with thinners . brake cleaner or similar solvent type
- Remove clutch fork, check for wear, clean and regrease behind fork and on pivot ball.
- DO NOT grease the clutch spline.
- DO NOT touch the surfaces of the clutch disc or flywheel or pressure plate surface with dirty hands.
- Fit clutch using correct aligning tool supplied, use new pressure plate bolts supplied, apply Loctite sparingly on the threads and torque to specifications
- Torque pressure plate bolts to 75nm
- Make sure that the transmission is properly supported when fitting.
- When bleeding the clutch, evacuate dirty or contaminated clutch fluid, and use new fluid.
- Some adjustment may be needed at the clutch pedal under the dash. Be careful not to go too far with the pedal adjustment, if adjusted too far it can result in the release bearing having constant load applied to the pressure plate. (the easiest way to check is to get under the car, push the rod back into the slave cylinder and make sure the fork has free play) , or adjust the pedal by means of shortening the adjustment rod from the pedal to the master cylinder. Ideal adjustment should see the take off / take up / engagement point being within 40mm of the floor.

**Direct Clutch Services: 39 Crosby Road Albion Queensland Australia 4010**

**Ph: 07 3862 2680 Fx: 07 3262 9250**

**[sales@directclutch.com.au](mailto:sales@directclutch.com.au)**

**[www.directclutch.com.au](http://www.directclutch.com.au)**

** Like us on FaceBook**

All clutches require a run in / bed in period.

Failing to see any run in / bed in period, may see the clutch flair / slip / overheat / and cause damage to the clutch

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

If this isn't possible in the case of a competition only non registered vehicle, we suggest light forward and reverse take offs (ie just off engine idle) 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 HP / NM rating, until completely run in

Initially, 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 loading the clutch 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 if this continues.

**Direct Clutch Services: 39 Crosby Road Albion Queensland Australia 4010**

**Ph: 07 3862 2680 Fx: 07 3262 9250**

**[sales@directclutch.com.au](mailto:sales@directclutch.com.au)**

**[www.directclutch.com.au](http://www.directclutch.com.au)**

** Like us on FaceBook**