10,000 RPM RACING FLYWHEELS & CLUTCHES

5.5 - 6.5 - 7.5

1 - 2 - 3 Disc Mini-Clutch Installation Instructions

I. CLUTCH COVER: Part # 9025 (5.5, 6.5 & 7.5)

Consists of clutch cover, diaphragm spring and pressure plate.

1. A round faced throw-out bearing is required for the 5.5 clutch. The 6.5 & 7.5 can use either a round or flat faced bearing. 10,000 RPM offers a stock replacement HI Speed Throw-Out Bearing with and Aluminum Collar. (Specify Model)

2. Bearing free play of 1/4" (0.250") minimum is required for successful operation of the clutch.

3. Diaphragm spring movement of approximately 1/4" (0.250") will release clutch.

4. Internal hydraulic bearings are suitable for mini clutches. If this is used, it must have a total travel of 3/4" (0.750"). The 5.5 Clutch requires a round face.

5. A **pedal stop must** be used. Do not allow clutch to be the stop. By **over releasing the clutch** you will rupture the spring, and re-engage the clutch assembly. As a result the racer may think that the clutch is not releasing.

6. The diaphragm spring should be replaced whenever disks are replaced or the clutch rebuilt. The diaphragm spring nuts only need to be torqued 10-12 ft. lbs., the clutch cover nuts should be torqued 20-22 ft. lbs.

II. CLUTCH DISKS: Part # 9020 (5.5, 6.5 & 7.5)

1. **All disks in the clutch pack should have the raised hub facing the transmission. (See Fig. 1)**

2. Minimum clearance between disk and flywheel bolts must be 1/16" (0.060").

3. New 5.5, 6.5 and 7.5 disks are 0.315" and should be replaced at 0.300"

4. New KEVLAR disks are .210" and should be replaced at .190". If KEVLAR disks are included in the set it needs to be next to the pressure plate. (The last one when installed).

III. <u>STANDS AND SHIMS:</u> Part # 9036 (5.5, 6.5 & 7.5)

1. Clutch pre-load is factory set between 0.095" - 0.115". (See Fig. 2)

2. Competition mini clutches **will rattle** when released, this is normal.

IV. FLYWHEEL: Part # 9019 (5.5, 6.5 & 7.5)

1. Automatic transmission flywheel bolts must be used. Do not use washers under bolts.

2. Use locking compound on bolts and torque to the factory specifications.

V. LINKAGE:

1. Clutch arm must be at 90° to the linkage when the bearing is contracting the fingers of the clutch. More or less angle will diminish the mechanical advantage of the linkage, and may cause release and clearance problems. (See Fig. 3) **Do not** use flex hose from the master cylinder to the bell housing.

Our clutches are designed **#1 Lite.** We use space age components to make them lighter than the competition. Heavy duty options such as KEVLAR disks and steel floaters are available, while still allowing the clutch to remain lighter than the competition.

We Design our clutches to have additional centrifugal torque holding capacity at high rpm. The diaphragm fingers will move back as much as 1/8" at high rpm. This is the reason that you need 1/4" minimum free play between the bearing and clutch fingers. If you have less than this the throw out bearing can release the clutch at high rpm. Our technical department is available to answer your questions from 8am to 5pm Pacific time, Monday to Friday. **(661) 942-1312**