



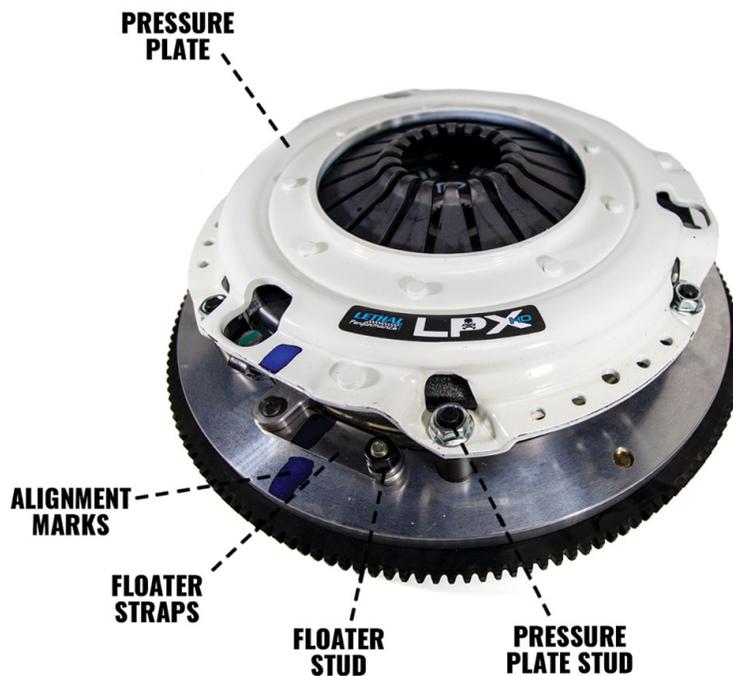
## LPX AND LPXHD TWIN DISC CLUTCH INSTALLATION INSTRUCTIONS

**BREAK IN:** Allow 1200-1500 shift cycles break-in period before hard driving. You must break in the clutch **BEFORE** any dyno time, etc. Improper break in **WILL** void any warranty.

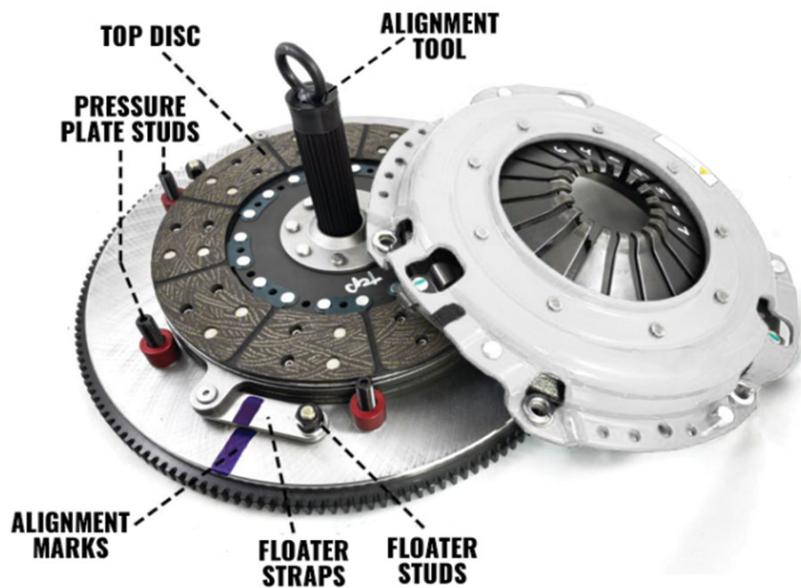
When performance driving, all traction control devices must be turned off or clutch slippage will occur.

**IMPORTANT NOTE:** All 2018+ LPX/LPXHD kits have a McLeod bearing in the flywheel. It **CANNOT** be changed to any other brand as the height in that area is critical. Doing so will result in badly warped and/or fractured discs and will not be covered under any warranty.

1. Inspect clutch assembly before disassembly. See figure below. Note alignment marks.

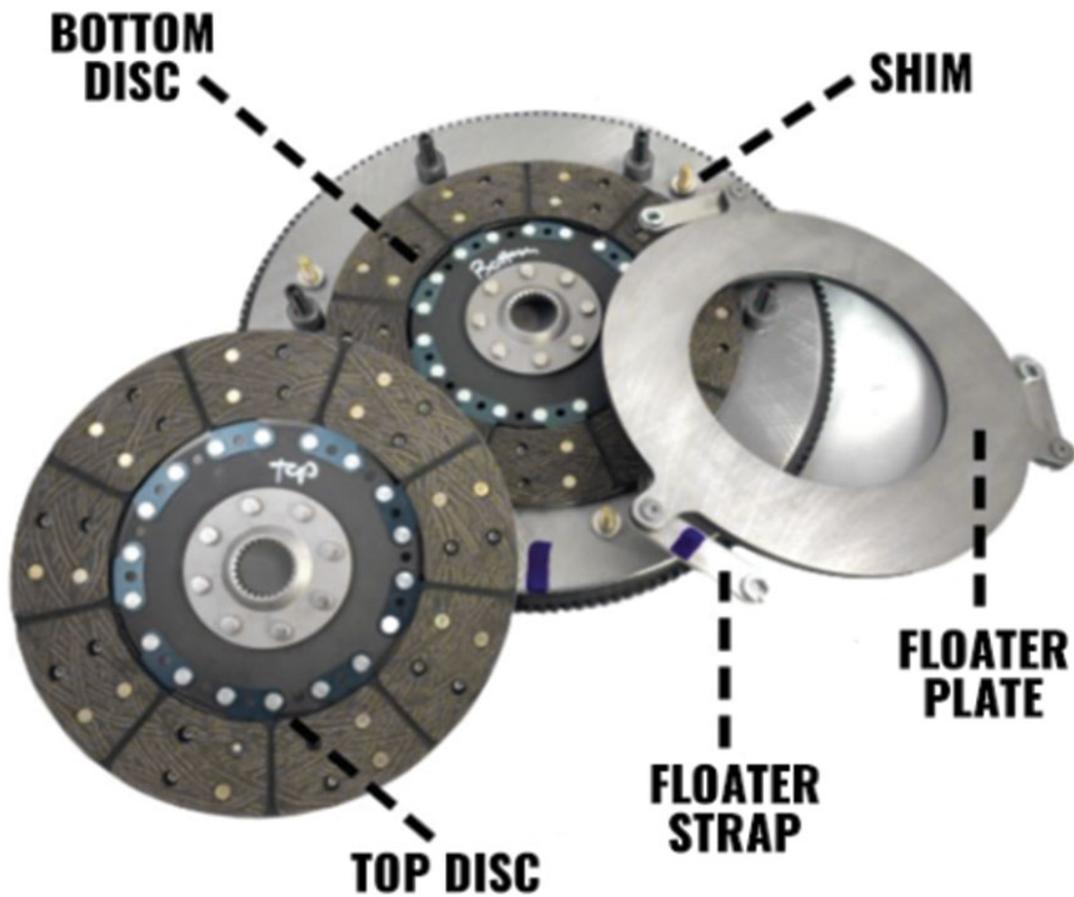


2. Unbolt pressure plate by removing six nuts. *Note alignment mark (blue paint) on pressure plate, floater and flywheel.* These must be in same position when re-assembling components.
3. Remove the top disc and alignment tool. Notice “Flywheel Side” on the disc center. See figure below.



4. Remove the three nuts and lock washers that hold the floater straps onto the flywheel.  
Next, remove the floater assembly. *Note the straps on the floater are on the flywheel side.* There are six large studs and three small studs in the flywheel. There is a series of spacers and shims on these studs. **Do not mix these parts.**  
*TIP: Install nuts onto studs to prevent the stands and shims from falling off the studs.*

5. Remove the bottom disc. Also note “Flywheel Side” on the disc center. See figure below.



6. Inspect the crankshaft at this time. Remove any dirt from the crank and clean the pilot hole. A wire brush can be used. Inspect the pilot bushing; if worn or damaged replace it at this time.  
Install flywheel onto crank using high quality crank bolts. Torque bolts to factory specifications.
7. Remove the three small nuts from the floater studs and lock washers. Be careful to make sure the shims do not fall off the studs.
8. Install the bottom disc ***with the sticker on the flywheel side towards the engine.***



Install the floater onto the studs. Be sure to note the alignment marks. ***Floater straps must be on flywheel side.*** Install the three nuts and tighten to 25 ft. lbs. Check the disc clearance at this time. Insert the pilot tool and rotate the disc. There

should be a slight amount of front to back movement. If there is more than .025” clearance the floater will push the top disc into the pressure plate, resulting in no clutch release. If the clearance is less than .020” the bottom disc will drag on the flywheel and the floater resulting in no clutch release. If there is too much or too little clearance you may have dropped some of the shims or placed them on the wrong stud. Call the tech line before you proceed further. If all is correct re-tighten the three floater nuts on each stud to 25 ft. lbs. **Do not use Loctite on these nuts!**

9. Install the top disc. Be sure the “Flywheel Side” sticker on the disc is to the engine. Insert and rotate the pilot tool all the way into the pilot bushing to align both discs. Remove the nuts and flat washers from the six large studs. Do not allow the stands or shims to fall off the studs.

TORQUE SPECS	
Floater Plate	25 ft/lbs
Pressure Plate	35 ft/lbs
Flywheel to Crank	65 ft/lbs

10. Install the pressure plate onto the six studs. *Be certain to note the alignment marks.* Install washers, lock washers and then nuts onto the studs and tighten to 35 ft. lbs. **Do not use Loctite on these six pressure plate studs!**
11. Complete the bell housing, transmission and driveline installation.

*Allow 1200-1500 shift cycles break-in period before hard driving. This procedure is required to properly seat the disc with the pressure plate and flywheel. You can drive 750 miles on the highway and not depress the clutch pedal enough times to properly seat a clutch disc.*

*Do NOT run the vehicle on a chassis dyno prior to full break-in procedure, this WILL void any & all warranties.*

**Important: During performance driving, all traction control devices must be turned off or clutch slippage will occur!**

### **IMPORTANT CLUTCH INSTALLATION HINTS**

The following check list is a reminder of the necessary inspection points and precautions required to insure a trouble-free clutch installation.

#### ***Installation DOs***

- Determine cause of original clutch failure. Cause of first clutch failure (if not wear) **MUST** be found and corrected. If oil is present on clutch plate, cause of leak **MUST** be corrected before installation of new clutch unit.
- Check splines on transmission input shaft for signs of abnormal wear or twisting. Slide new disc on spline by hand gently to check fit. Disc should move freely on splines.
- Remove ALL oil or grease from friction surfaces on flywheel and cover assembly. Surfaces **MUST** be clean and dry. Also clean input shaft spline with a wire brush. Lubricate with dry graphite spray if needed.
- To insure proper operation, friction surface of flywheel **MUST** be resurfaced. Check dowel pins, they must be smooth and straight.
- If throw-out bearing is worn, replace it. Better now than later. We offer multiple options for both cable & hydraulic setups.
- Closely inspect pilot bearing or bushing for excessive wear to avoid transmission shaft misalignment. Replace it if any doubts. We recommend the Ford Performance piece.
- Use the clutch alignment tool to insure disc and cover are properly aligned with pilot bearing.
- If using an aftermarket scatter shield/bell housing, checking center hole run-out is highly recommended.
- Be sure all special type bolts, if any, are replaced in their proper locations.
- Torque all clutch cover bolts evenly, to factory recommended spec, using a progressive “criss-cross” tightening pattern.
- Before completing installation, inspect all clutch linkage parts (fork, clevis, pins, etc.) for signs of wear and replace ALL worn pieces. Grease all pivot points in linkage system.
- Adjust clutch pedal “free play” to correct specifications. Throw-out bearing should not be tight against clutch fingers. 1/8” – 1/4” is recommended, except cable linkage.

### ***Installation DON'Ts***

- Don't let any grease or oil contact ANY friction Surface.
- Do NOT use an impact (air gun) to tighten cover bolts.
- Don't let transmission weight rest on input shaft during installation.