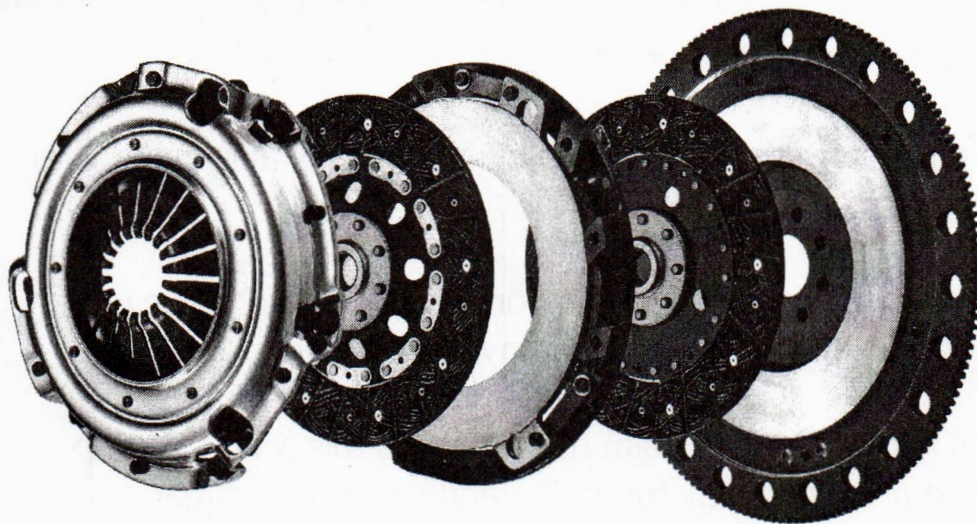


Keep this manual

# ***STREET RACING TWIN SERIES***



## Installation Manual

Part Number	Vehicle application			
	Make	Model	Engine	Input shaft
ET05SRFA	FORD	Mustang	4.6L (6 crank bolt)	10 teeth
ET05SRFB			4.6L (8 crank bolt)	10 teeth
ET05SRFC			4.6L (8 crank bolt)	26 teeth
ET05SRFD			5.0L (8 crank bolt)	23 teeth

Thank you for purchasing an Exedy Racing Clutch.  
Please read through this installation manual before use.  
Please keep this manual during the life of the product.

**EXEDY**  
EXEDY Corporation

発行日 : 2019/9/2

Issued on: Sep 2, 2019

発行元 : (株) エクセディ アフターマーケット部

Issued by: EXEDY Corporation Aftermarket Sales Department

## Installation manual introduction

This installation manual includes useful information to prevent problems from occurring during installation.

1. Please read through this manual before installation.
2. Installation work has to be done by a professional installer who will use the product safely.
3. Please do not use the product wrongfully nor modify the parts.  
In such case, we will not take any responsibility.
4. We will not accept any claim nor return as this product is used predominately for racing and specification may change without prior notice.
5. Please keep this manual following installation.

### For safety

Please note the following as these are important warnings and cautions for our customers.



#### Warning

Ignoring this warning may cause death or extreme injury.



#### Caution

Ignoring this caution may cause injury or damage.



## Caution during handling

1. Caution



As this product is heavy handle carefully when removing it from the box.

2. Caution



Do not place the product on the floor directly as this may cause rust to appear on the product.

3. Caution



Do not throw or drop the product as it is a precision part.

## Caution during installation

1. Warning



Use a licensed installer as the transmission unit is to be taken out of the vehicle.

2. Warning



Install the product according to the maintenance manual of the vehicle and this installation manual.

3. Warning



Do not apply this product to vehicles other than those specified by EXEDY.

4. Warning



Do not modify this product unless instructed to in this manual.

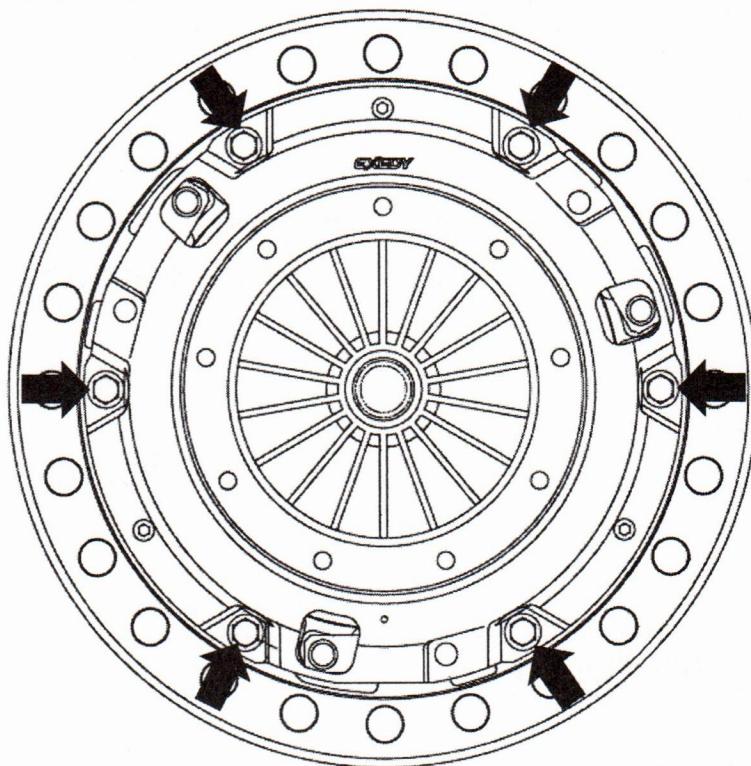
5. Warning



If a failure such as abnormal noise, vibration, odor or disengagement problem occurs during driving, stop the vehicle immediately and have a licensed garage inspect the vehicle.

## Installation procedure

1. Loosen the clutch cover to flywheel bolt and disassemble the kit.  
Bolt Head/Wrench Size 12mm.

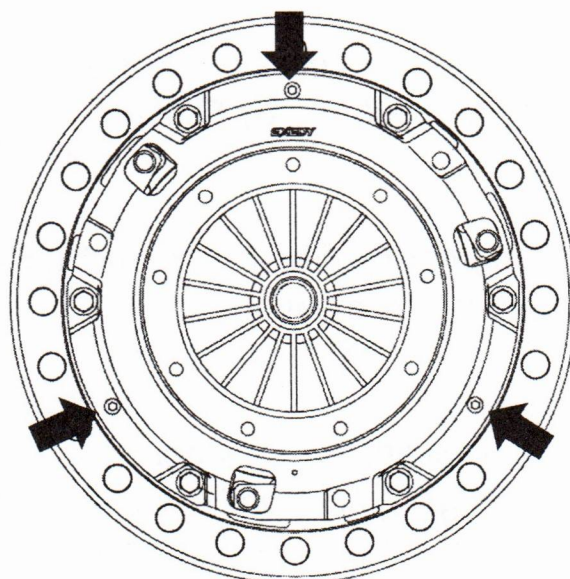


PRESSURE PLATE COVER TO FLYWHEEL BOLTS



### Caution

Do not loosen the bolt which fastens the intermediate plate to the adapter ring. If this bolt is loosened by accident, tighten once again using Locktight No272 to 6.6-10.3 Lb-ft (9.0 – 14.0 Nm).



NEVER LOOSEN THE INDICTED CAP SCREW



2. Use the genuine bolt (Flywheel installation bolt) and fix the flywheel to the crankshaft according to the maintenance manual issued by the vehicle manufacturer.

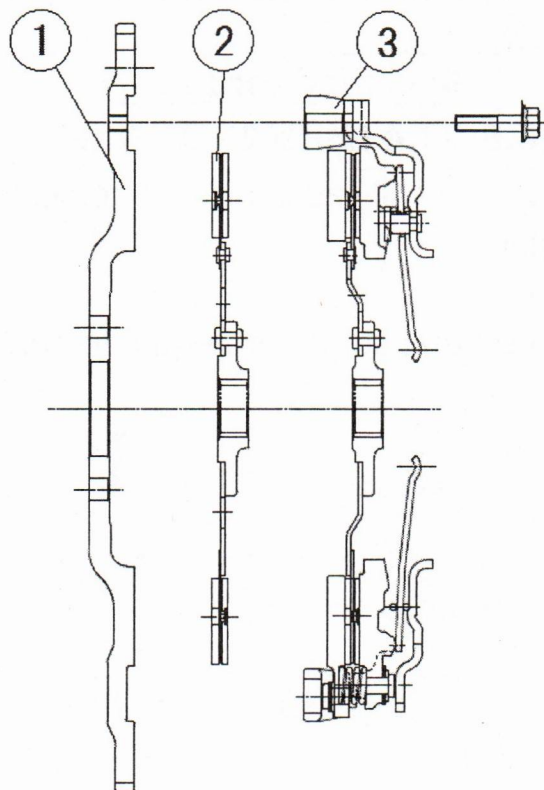
Tighten the crank bolt diagonally with equal force applying torque as specified by the vehicle manufacturer.

Part Number	Vehicle	Specified torque
ET05SRFA	Mustang (6 Crank bolt)	59 Lb-ft (80 Nm)
ET05SRFB ET05SRFC ET05SRFD	Mustang (8 Crank bolt)	63 Lb-ft (85 Nm)

### 3. Assembly

<Order of assembly>

- ① Flywheel -> ② Flywheel Disc -> ③ Clutch cover sub assembly.



The clutch cover, intermediate plate set and flywheel should be assembled in a manner which allows the blue painted mark to be aligned.



#### Caution

If the marking is not met, it will cause unbalance, noise and vibration problems.



### Caution

Be careful of the direction/location of the discs.  
Discs should be facing the same direction.



### Caution

Apply grease specified by the vehicle manufacturer to the spline hub then insert the shaft and wipe away any grease that is forced out.

4. Set up the center bar to the pilot at engine side, center each disc and align the teeth. Tighten the clutch cover bolt.  
The genuine main drive shaft is recommended for this process.



### Caution

If the clutch plate centers are not aligned, it will be difficult to assemble the T/M and it will cause damage to the discs.

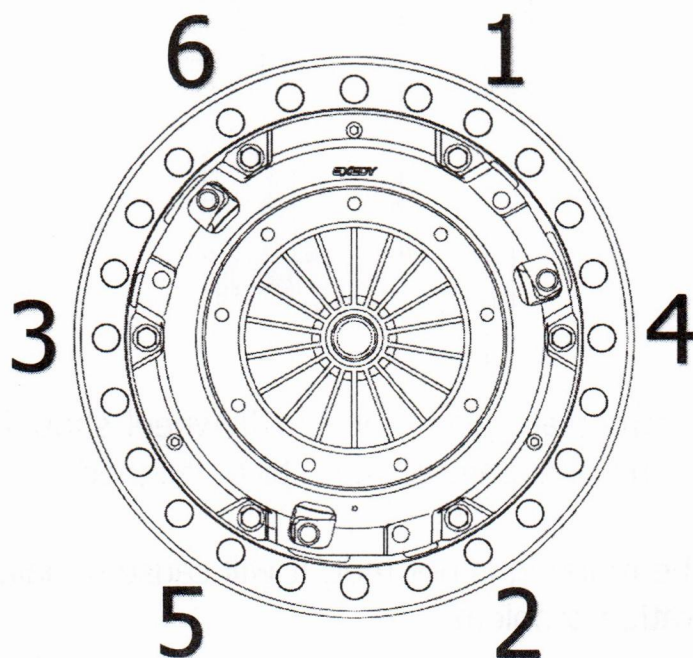
### **Specified torque of Clutch cover sub assembly to flywheel bolt**

Specified torque
<b>16.8-24.4 Lb-ft(23-33 Nm)</b>

\* Unequal bolt tightening will cause disengagement problems and judder/shudder.

< Bolt tightening order >

Tighten the cover bolt in several steps with equal force.





5. Confirm that lever height is equal after tightening. If it is not equal, then restart from procedure 3.
6. Replace the T/M.  
Purchase a new release bearing and apply grease to sliding surface.  
Follow the maintenance manual issued by the vehicle manufacturer.








#### Caution

Do not hit the spline teeth with the edge of the main drive shaft. It will cause disengagement problems or damage to the clutch disc.

7. Stroking adjustment  
After installing of this kit, the pedal position (engagement or disengagement point) may change.  
Adjust the pedal according to the maintenance manual issued by the vehicle manufacturer.

## Caution during operation

1.  **Caution**  
After installation, drive carefully and gently for approx. 400 miles (640 km). If the clutch is used in a condition where the friction surface is not contacting fully with the mating surface; It will cause burning, judder/shudder or short life.
2.  **Caution**  
It is recommended to re-adjust the pedal stroke after the break in period. Due to the nature of metal facing material, half engaged clutch operation will also be affected after break in period but this is a normal symptom.
3. In the early stage, it is not abnormal if subtle noise and chattering occurs. This is due to the characteristics of metal facings.
4.  **Warning**  
Do not change any release control function of the vehicle. (The clutch is used under normal condition.)
5.  **Warning**  
This clutch system is specially designed for racing purposes, therefore pedal effort is slightly heavier and start operation is more difficult than standard manual clutch products. Avoid using if you are not completely confident with your driving technique and physical strength.
6.  **Caution**  
The life of a metal clutch may be adversely affected by driving technique and driving conditions.

### <Advice>

Record the new release fork position and confirm its variation.

Facing wear amount can then be foreseeable. Preventative maintenance before the discs are worn out is a key factor to maintain steady performance.

### **Maximum facing wear**

Facing thickness
0.262 inch (6.6 mm) (at new 0.291 inch (7.4 mm))

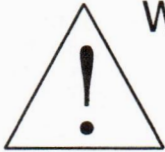


7. **Warning**



Caution: If the clutch is used in the half engaged position for extended periods of time, the clutch set will generate high temperatures. This high heat creates expansion or deformation which causes disengagement problems temporarily or permanently. If this occurs stop driving and allow the clutch to cool down. For maximum friction surface temperatures see over.

8. **Warning**



Do not machine any part of this product, otherwise the strength of each part will be reduced and may fail prematurely.

9. **Warning**



The bolts have to be tightened at the specified torque. The mating surfaces should be cleaned, wiped with a clean towel to remove any foreign waste they may affect the performance of the clutch.

10. **Warning**



The bolts are the very important parts. Use either genuine parts or the bolts included as auxiliary parts in the box.  
Do not reuse the old bolts after un-tightening.

**For further information**

**EXEDY Corporation Aftermarket Sales Dept.**

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8601 Haggerty Road, Van Buren TWP, MI 48111-1607, U.S.A.  
TEL : 1-734-397-3333 FAX : 1-734-397-7300

**EXEDY Mexico Aftermarket Sales, S.A. de C.V.**

Vía Adolfo Lopez Mateos 9, Col. Lomas Verdes,  
Naucalpan, Edo. De Mexico, 53120, Mexico  
TEL : 52-55-5572-5127 FAX : 525-535-4163

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Avenida 8va. Sur y Calle 56 Este,  
Corregimiento de San Francisco,  
Ciudad de Panama, Republica de Panama  
TEL : 507-395-7122/7123 FAX : 507-395-7124

**EXEDY Clutch Europe Ltd.**

Unit 2, Rokeby Court, Manor Park,  
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TEL : 44-1928-571850 FAX : 44-1928-571852

**EXEDY Australia PTY LTD**

21 Fiveways Boulevard keysborough,  
Victoria 3173, Australia  
TEL : 61-3-9701-5556 FAX : 61-3-9701-5955



**EXEDY New Zealand Ltd.**

151 Wairau Road Glenfield Auckland, New Zealand

TEL : 64-9-444-0901 FAX : 64-9-444-0903

**EXEDY SINGAPORE PTE. LTD.**

45 Ubi Road 1 #02-01, Singapore 408696

TEL : 65-6749-1395 FAX : 65-6742-6936

**EXEDY Guangzhou Co., Ltd.**

Shop No.3240 Xinguangcong Auto Parts Market,

No.113 Road Baiyun, Baiyun District, Guangzhou, 510420, China

TEL : 86-20-83489166 FAX : 86-20-83489370

**EXEDY BEIJING Co., Ltd.**

D4 Area No.218, Wufang Tianya

Auto Accessories & Parts Market, Chaoyang District, Beijing, 100023, China

TEL : 86-10-67297987

**EXEDY Middle East Fzco**

P.O. BOX 18199, Warehouse No. ZE5 & ZE6 Jebel Ali Free Zone,

Jebel Ali Dubai, UAE

TEL : 971-4-883-2244 FAX : 971-4-883-2500

**EXEDY SOUTH AFRICA (PTY) LTD**

12 Quark Crescent, Linbro Business Park,

Sandton 2090 Johannesburg,

South Africa

TEL : 27-11-608-0891 FAX : 086-724-5967(South Africa Only)

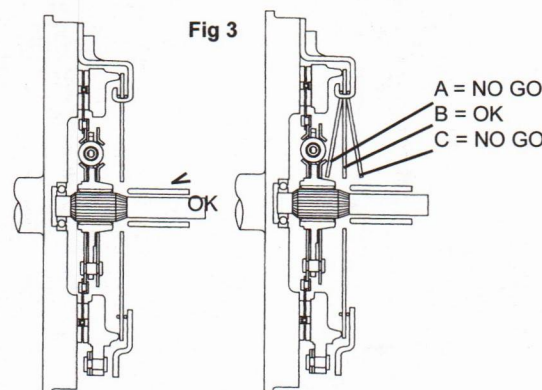
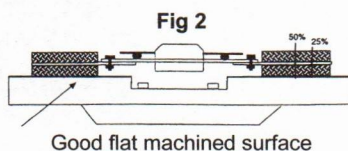
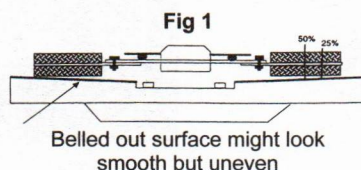


# FITTING INSTRUCTIONS:

## INSTALLING YOUR NEW EXEDY CLUTCH

**Failure to observe these instructions when fitting your EXEDY clutch will void any warranty.**

1. *Getting it right the first time. It is vital to diagnose the cause of clutch malfunction before clutch replacement, i.e. check hydraulic system - bearing free travel - clutch cable, oil leaks and check for any signs of red dust when old clutch is being removed. Any or all of these problems must be corrected before installing a new clutch.*
2. Ensure clutch supplied is correct for the application. If you're unsure, consult your EXEDY clutch catalog or your supplier, as fitting a clutch to the wrong application will void the warranty.
3. For installation instructions please refer to the factory service manual.
4. **Flywheel must be replaced or machined as shown below (Fig 2 max 0.03 in.) or warranty will be void** and check pilot bearing or the pilot bushing and replace if necessary. Please note pilot bushing noises are more apparent when the engine and transmission systems are cold (i.e. in the mornings). Dual mass flywheels and flex type flywheels must be replaced with the clutch kit.
5. Before fitting, check the clutch for any shipping damage. Next clean the gear box main drive shaft splines, then check that the clutch disc slides freely on the input shaft. Lightly grease the shaft splines with high temperature grease. Always ensure bell housing is degreased and is free of any debris, dust and/or fibers from the worn clutch being removed. If the clutch is a large size pull type clutch check the ID of the bearing head for correct spline size before installation. Lack of lubrication/dry splines will cause failure to disengage gears and also cause clutch drag. Never over lubricate/grease the spline of your clutch disc as grease will splatter during rotation of the engine and clutch. Contamination – grease/oil on the clutch disc friction material will cause the clutch to slip.
6. Check to see if the clutch release fork is bent or cracked. Check the hydraulic system for damage, leaks and fluid quality. Check the clutch cable for stretch signs and check the release bearing guide tube for any wear. Always lightly grease the outside diameter of the tube. This will allow smooth sliding of the bearing carrier. Always check bearing on clutch release fork after installing the bearing on it. Move the fork forwards and backwards i.e. in both directions, to ensure bearing is secure and does not fall on any part (clutch fork or bell housing) before refitting gear box.
7. Place the clutch cover pressure plate assembly over the clutch disc, after checking that the disc is the right way around and the hub section of the disc does not fall on the casting of the clutch cover assembly or the flywheel. A suitable clutch aligning tool will ensure correct alignment, assist in ease of installation and avoid spline damage. **(Burrs on splines are a major cause of difficult gear disengagement)**. Ensure pressure plate dowels are aligned to the cover. **Tighten bolts in a diagonal pattern and never use air tools to install a clutch cover assembly. Torquing down bolts in an uneven pattern could cause the lever strut to dislodge itself from the pressure plate casting.**
8. When the pressure plate has been torqued down securely to the flywheel, ensure that the diaphragm tips (in the case of a lever type cover assembly, the release lever tips) are in a parallel or slightly upward position (see Fig 3) and do not go over center of the parallel position.
9. Refit gear box, taking care not to bend the clutch disc. Never hang the gear box off the clutch disc or use any force to align gear box shaft.
10. Check all bell housing dowels are in correct position and tighten bell housing bolts. Ensure there is no dirt or foreign material between the mating surfaces of the engine and the bell housing.
11. Perform any clutch adjustments to vehicle manufacturer's specifications and always reset the clutch master cylinder push rod to obtain comfortable pedal release position **(clutch taking up as close as possible to the floor prevents clutch shudder and in most cases preferred by vehicle drivers)**. Keep in mind that the diaphragm tip position has changed with the installation of the new clutch.
12. Always check the hydraulic system or the clutch cable if you are unable to obtain disengagement when a new clutch is fitted. Start off your checking process by replacing the cable. If it is a hydraulic clutch start by checking the clutch master cylinder and the clutch slave cylinder, ensuring there is no air in the system. If Hydraulic system is adjustable make sure the adjustment is done correctly. This is essential to obtain maximum travel for disengagement.
13. **Road test vehicle and never abuse a newly fitted clutch. Allow 750 mile break in and always adjust free travel on your new clutch at 750 miles and 1500 miles. Thereafter, adjust at every 10,000 miles.**



**WARNING:** Do not use EXEDY clutches in any situation where engine RPM's may exceed manufacturer's specifications - a pressure plate could explode unexpectedly causing serious injury or death to vehicle occupants and bystanders. Clutch cover and bell housing will not protect against exploding pressure plates. Refer to the application catalog for correct fit.

For performance/sport applications always use an EXEDY sports replacement clutch.



## Diagnosing Bearing Noises

### 1. Clutch release bearing

- A. Depress the clutch pedal approximately 2". the bearing is now in contact with the diaphragm. Should the bearing rumble or squeal then the clutch release bearing is most likely at fault (providing it has been pressed onto the carrier the right way around.)

### 2. Pilot bearing or bushing

- A. With engine running depress the clutch fully.
- B. Select first gear.
- C. Release the clutch.  
If the squeal is heard at the point of the clutch taking up, then the pilot bearing is faulty. In the event it is a bronze bushing it will indicate lack of lubrication on the I.D. of the bushing. If the bushing has been lubricated on the I.D. there is a greater possibility that the O.D. of the

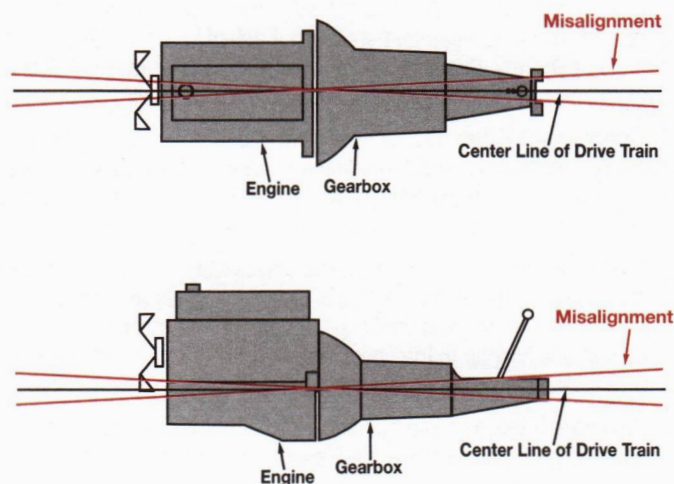
bushing is under sized and worn. The noise is then caused by the bushing spinning in the end of the crank. If new pilot bushing has not been pressed in evenly this could also result in the bushing spinning which would cause a grumbling or squealing noise. Pilot bushing noises are more apparent when engine and transmission are cold. (i.e. In the morning).

### 3. Front gear box bearing

- A. Drive the vehicle at approximately 25 mph in gear. If a noticeable grumble noise is apparent, depress the clutch pedal to the floor. This will, in turn, stop the main drive and bearing from spinning. If noise ceases it is probable that the front gear box bearing is faulty (as there is no load on the bearing).

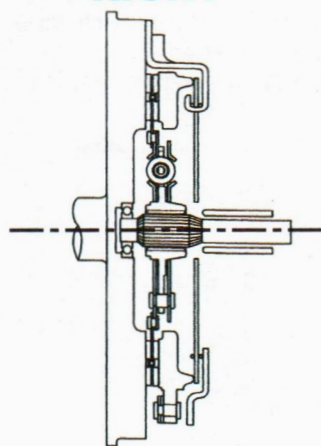
## General Misalignment Issues/Tips

1. Check for a warped alloy bell housing
2. Examine tubular dowel pins for damage during fitting of bell housing or for missing dowel pins.
3. Examine gearbox quill/gearbox main drive nose cone/bearing slide: Excessive wear can cause bearing to come in contact with the cover assembly diaphragm unevenly while actuating the clutch.
4. Ensure the proper mating of bell housing to motor, and crankshaft to flywheel. These may not mate properly due to debris, grease or other parts in the way of the mating surfaces.
5. Examine all bearings/bushings for excessive wear, replace if necessary.
6. Replacement engines and gearboxes may have missing dowel pins. Ensure that you remove pins from your product when you send your core for remanufacture, and refit or replace them when installing new clutch.

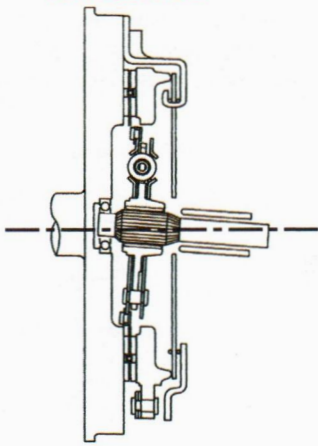


## Hanging the Gearbox

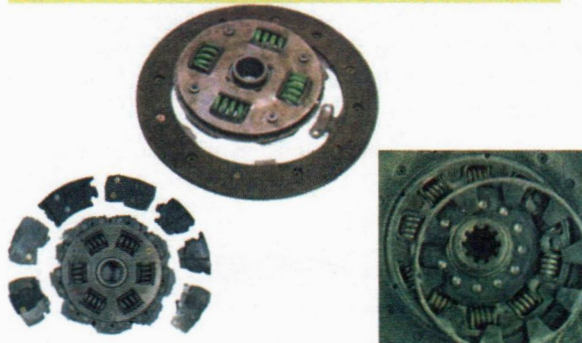
**RIGHT**



**WRONG**



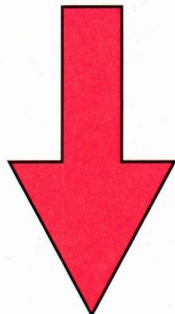
**DON'T HANG THE RESULTS ON US**





# ATTENTION

PLEASE READ BEFORE INSTALLATION



## PLEASE ADVISE DRIVER OF VEHICLE:

Installing a sports & performance clutch to suit various vehicles, can transfer harmonic transmitted noises from the engine to the gearbox. This may also cause gearbox rattle. These transmitted noises will in no way effect the performance of the clutch or vehicle and is accepted in the performance industry where engine/clutch modifications have been carried out.

Reference cause, replacement of an EXEDY Silent Design long travel clutch disc to a high torque center EXEDY sports/performance clutch disc is generally the known cause of this transmitted noise.



# ATTENTION

PLEASE READ BEFORE INSTALLATION

## Technical Service Bulletin

**Affected Models: 2007-2014 Mustang GT500**

**Clutch Kit Numbers: 07953FW / 07953PFW / ET03XD / ET05SRFC**

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### **Clutch Kits: 07953FW / 07953PFW**

When installing EXEDY kit 07953FW or 07953PFW in a 2007-2014 Mustang GT500 model you MUST use the included EXEDY slave cylinder, **DO NOT** use the OEM slave cylinder.

---

### **Clutch Kits: ET03XD / ET05SRFC**

When installing EXEDY kit ET03XD or ET05SRFC in a 2007-2014 Mustang GT500 model you MUST use an OEM 2005-2010 Mustang GT slave cylinder or the EXEDY slave cylinder part number BRG0159.



Technical-Insert 23 • 03/23/2021

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