



## ***General Installation Instructions / Clutch Break-In Period***

Thank You for your support of McLeod Racing. Before installing your new McLeod clutch or flywheel there are some steps we recommend you should take to ensure that you have a proper running clutch. The first thing is to make sure that the flywheel is resurfaced with a new clean drive surface with a course surface texture. We call out an 80 -120 grit surface finish. You should see a cross hatch in the flywheel that you could run a finger nail across and the texture would catch your finger nail. This will ensure a proper seating of the disc against the flywheel and also combat against clutch chatter or judder. Make sure that the drive surface of the flywheel is clean and dry of any Anti-Rust Inhibitor before installation. Brake Cleaner is your friend! (Note: Clutch Chatter is NOT Warrantable)

The second thing we recommend doing is having the flywheel and new clutch assembly balanced together as a complete assembly. This step is a good practice to ensure that there are no issues with vibrations at specific RPM and is the same practice you would use if you are installing new wheels and tires or a new rotating assembly in your engine. Anything that rotates at high speed should be balanced as an assembly. We recommend a professional machine shop that has knowledge on balancing rotating assemblies. McLeod Racing also offers an in house service to balance your assembly. Give our tech and sales team a call at 714-630-2764 x 351 and schedule a RMA Number before you send the unit to us.

All McLeod street performance clutches require a Break-In period of 1200 to 1500 clutch cycles of street type driving before driving at wide open throttle. 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  
(Will VOID Warranty)***

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

Lever Block Removal  
Lever Blocks MUST be removed after installation



Lever Blocks are used to block down the fingers of the pressure plate, which relieves the stress on the bolts as you tighten them to the flywheel during installation. These blocks MUST be removed after the pressure plate has been installed over the disc and the bolts have been torqued to their final value. Fig 1 shows the three lever blocks installed between the fingers and the pressure plate.

Fig 2 shows how to remove the lever blocks while installed on the vehicle or on a bench prior to final assembly. By Placing a handle of a small hammer under the edge of the red stamped cover and the body of the handle is over the tip of the lever, you can apply pressure with your hand and remove the lever block. CAUTION!!! Should be taken not to place your fingers between the lever and the stamped steel cover at any time during this exercise. The handle could slip and catch your finger between the lever and cover incurring injury to or others.



Fig 3 shows lever blocks being removed and the handle letting the lever up. Do this to all three levers and put them in your toolbox or discard them in the trash if you never intend to use them again. Again CAUTION!!! Should be taken not to place your fingers between the lever and the stamped steel cover at any time during this exercise. The handle could slip and catch your finger between the lever and cover incurring injury to or others.



[www.mcleodracing.com](http://www.mcleodracing.com)

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# **BOLT TORQUE SPECS**

**NOTE: ALL TORQUE VALUES ARE BASED ON THE SHANK OF THE BOLT, NOT THE HEAD OF THE BOLT**

**Flywheel to Crank**

**Pressure Plate to Flywheel.**

Bolt Dia.	Ft/Lbs.	NM	Bolt Dia.	Ft/Lbs.	NM
10mm x 1.0	65	88	8mm x 1.0	25	34
10mm x 1.25	65	88	8mm x 1.25	25	34
11mm x 1.50	65	88	10mm x 1.5	35	47
12mm x 1.0	73	100	5/16-18	25	33
7/16-20	65	88	5/16-24	25	33
1/2 – 20	70	94	3/8-16	35	47

**NOTE: DO NOT** use an impact diver to tighten crankshaft bolts. Improper tightening can damage bolts.

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