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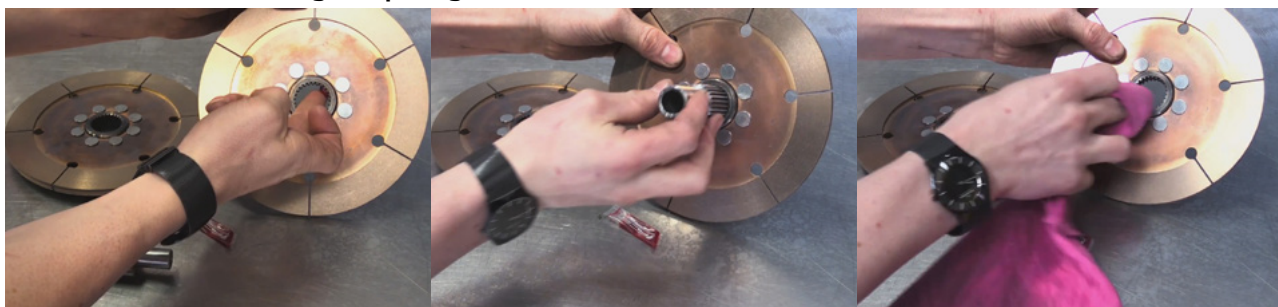## TSB-205
184mm Multi Plate Installation

1. Clean all anti corrosion oil from the components using a suitable solvent such as brake cleaner. Ensure that the friction surfaces are clean.
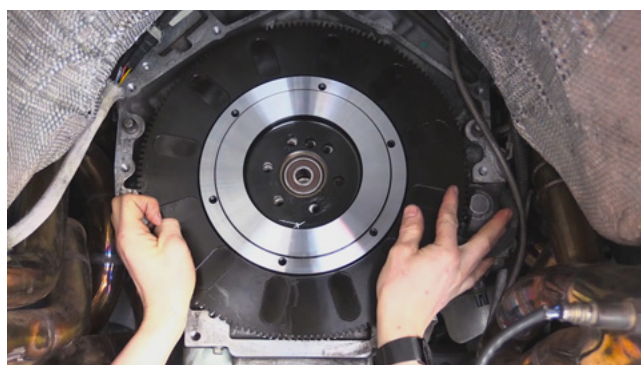

2. Apply a small amount of spline grease (supplied) to lubricate the spline in the hub of the friction discs. Insert the alignment tool or the input shaft of the gearbox into these hubs several times in different orientations to ensure that the grease is spread evenly. Ensure that the input shaft has a fine film of grease where the discs run along the spline, however make sure to remove any large drops of grease to avoid contamination of the clutch.

3. Clean the back of the motor of any oil or dust that could contaminate the new clutch.
4. Clean the back of the crank using emery paper to ensure the crank surface is clear of any debris or old thread locking compound.
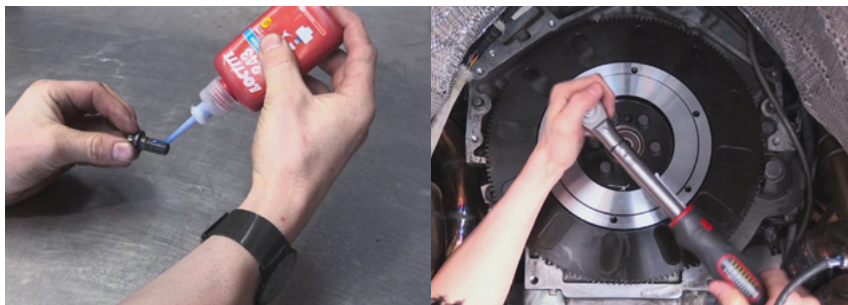

5. Install the new flywheel to the crank ensuring it sits true and square against the mounting surface of the crank.
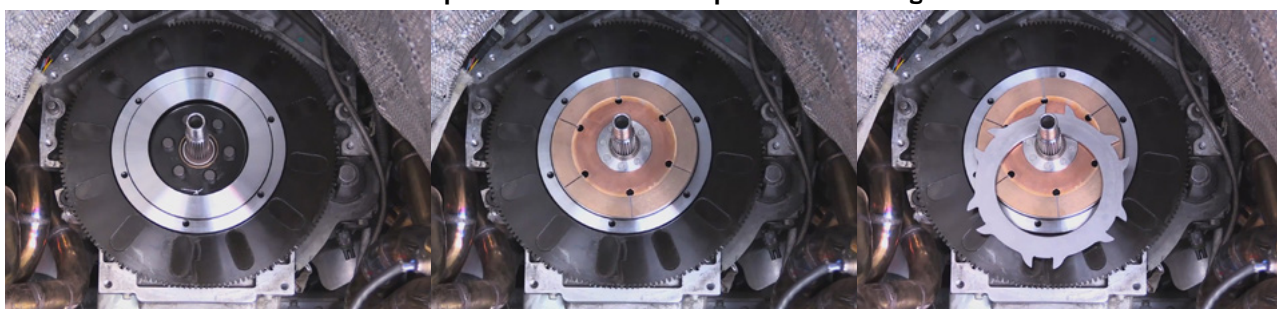
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6. Apply a small amount of thread retaining compound to the flywheel bolts and torque to the correct specification for the application.

7. Insert the alignment tool into the pilot bearing. Install the bottom disc, ensuring to take note of the hub direction sticker. Then place the intermediate plate over the alignment tool.

8. Select the next friction disc and take note of the orientation of the hub before installing it on the alignment tool. Be sure to check that the hubs do not interfere with one another in the installation order.
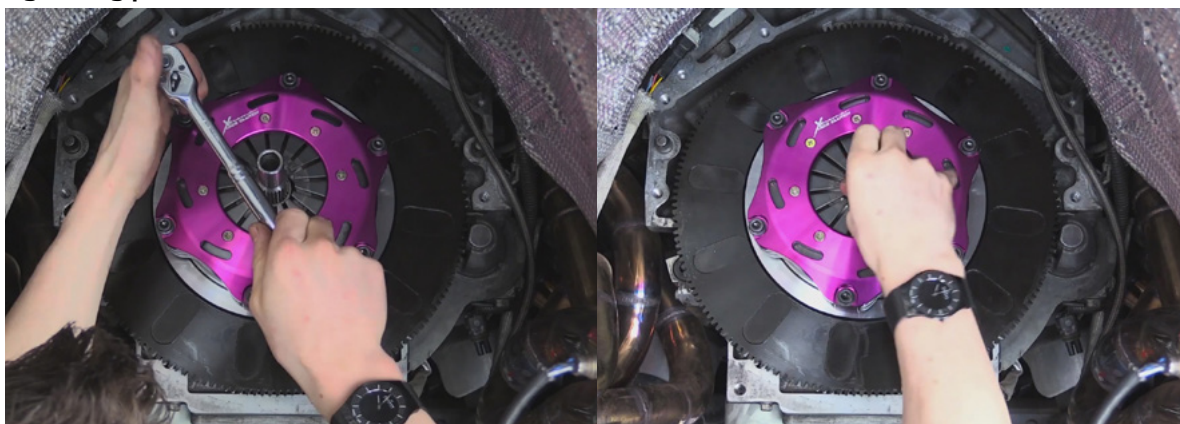

9. Install the main pressure plate casting into the alloy hat with the fulcrum ring facing toward the diaphragm. Slide this over the alignment tool and locate the alloy cover on the flywheel.
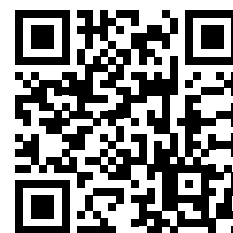
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10. Install the pressure plate bolts and tighten one half a turn at a time in a cross hatch pattern. Check the alignment several times by removing and re-inserting the alignment tool during the tightening process.

11. Finally, torque the bolts to 31Ft.lbs/41Nm.

youtube.com/watch?v=_RK2IKXz8is

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