



Tools Needed:

- | | |
|----------------------------|-------------------------------|
| 1/4 Drive Allen Key Socket | 4mm, 5mm |
| 3/8 Drive Socket | 8mm, 10mm |
| Pliers | Side Cutters, Lockwire Pliers |
| Spanners | 1/2" |
| Other | 2x Right Angle Pick, Lockwire |

Parts Needed:

- | | |
|--------------------------|--------|
| SR1 Spin Safe Clutch Kit | EK0007 |
| SR3 Spin Safe Clutch Kit | EK0005 |

CONVERSION:

1. Firstly, the oil must be drained from the engine via the sump bung, once drained re-fit the bung and Lockwire it to the oil pressure sender. Remove the 12 M6x30 bolts to remove the clutch cover, the Lockwire going through the top bolt will need to be cut and removed. You can then tap the clutch cover lightly and remove it from the engine bay. Discard the gasket and make sure both dowels are retained.



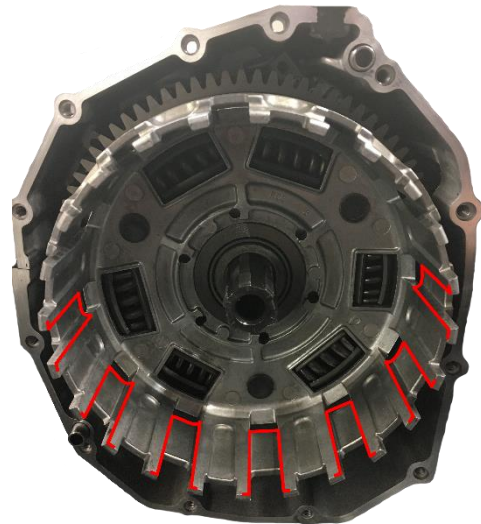
2. Remove the 6 clutch spring bolts and place aside, the springs can also be removed. Pull the clutch pressure plate away from the basket and place aside.



3. Remove all the clutch plates, there should be 9 steel plates and 10 material clutch plates. The two washers at the bottom of the stack can stay in the clutch basket.



4. Fit the clutch plate adapter tabs in the main slots. Soak the plates in oil for 5 minutes prior to fitment. Fit the first material plate ensuring the washers are fitted correctly (flat washer then concave face up) The first plate has a larger inside diameter to cater for the Suzuki washers. The plate order is shown in detail on the following page.



5. All clutch plates should be fitted in the main slots, unlike the standard clutch. The steel plates must be fitted flat edge upwards. Fit the centrifugal clutch plates as shown below:

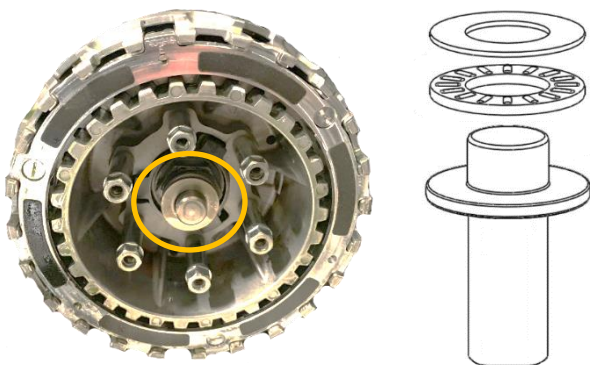


TOP (Clutch Cover End)

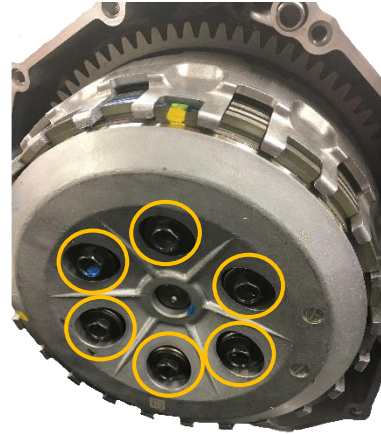
1. Rekluse Centrifugal Steel Drive Plate.
2. Steel Plate
3. Material Plate
4. Steel Plate
5. Material Plate
6. Steel Plate
7. Material Plate
8. Steel Plate
9. Material Plate
10. Steel Plate
11. Material Plate
12. Steel Plate
13. Material Plate
14. Steel Plate
15. Material Plate
16. Steel Plate
17. Material Plate
18. Steel Plate
19. Material Plate (Larger ID for Suzuki Washers)

BOTTOM (Gearbox End)

6. Fit the Suzuki clutch pressure plate, ensuring the pushrod, washer and roller bearing are fitted below the cover as shown.



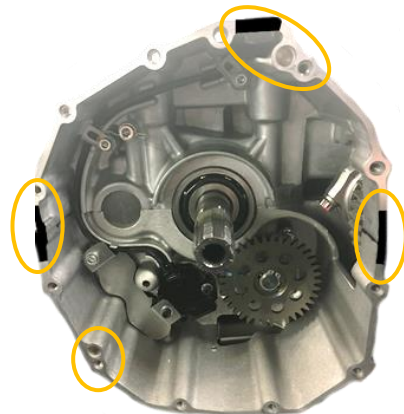
7. Fit the clutch springs and bolts and torque the bolts to 90in/lbs.



8. Fit the slave cylinder with the correct pushrod (82.3mm) and tighten the bolts up to 90 in/lbs.



9. Ensure the dowels are fitted, then apply silicone to the black areas shown below.



10. Fit the new gasket and the clutch cover, tighten the bolts up to 90 in/lbs. Lockwire should be fitted to the caphead bolt retaining the clutch



11. Re-fill the car with oil then check the oil level. Lower the car on to the floor.



SETUP

Check the clutch pedal travel, it MUST NOT exceed 15mm, this could cause damage to the clutch.

1. When adjusting the slave as a starting point you should wind the adjuster flush with the body then wind the adjuster in 2-3mm.
2. The car should be started in neutral then shifted into first gear with someone in the car ready to press the clutch. Adjust the slave cylinder anti-clockwise until the clutch starts to drag on idle (1200-1500rpm) then wind the adjuster in 1/8th of a turn (2 Lines) until it is no longer dragging. DO NOT adjust the throw on the clutch pedal does not need to be adjusted providing it is less than 15mm.
3. Once engaged the car shouldn't feel any different from a car with a conventional clutch. If any clutch slip is felt the slave cylinder must be adjusted anti-clockwise to avoid accelerated clutch plate wear.
4. After install the clutch will require breaking in. To do this first rev the engine from idle to 7000rpm and back to idle 10 times. Check the clutch adjustment. Then complete 10 roll on starts from idle to 5000rpm (fully engaged) in first gear and back to a stop. Check the clutch adjustment again.

Radical advises checking the adjustment of the clutch at the start of each day prior to going out on track.

DRIVING NOTES

1. Avoid using the clutch pedal as normal, this can cause excessive wear
2. Don't sit stationary with the car in gear unless you are pulling away
3. Don't pull away in any other gear other than first
4. Pull away gently if possible
5. When driving at slow speeds, use first gear ensuring RPM is in excess of 4000rpm (where possible), to ensure full engagement and no excessive slip

Once the clutch is fully engaged the car shouldn't feel any different from a car with a conventional clutch. If any clutch slip is felt the slave cylinder **must be** adjusted anti-clockwise to avoid accelerated clutch plate wear.

If you have any questions on any element of the clutch, please don't hesitate to contact the engine department.

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