



VQ35DE Twin Disc Installation Guide

1. Install pilot bushing provided. **Do not use any grease on the pilot bushing.**
2. Install flywheel using stock VQ35DE flywheel bolts; torque to factory specs (62 ~ 68 ft lbs).

NOTE: Make sure flywheel is indexed correctly on crankshaft, align the small indexing hole on the mating surface with the small indexing pin on the back of the crankshaft. Failure to install correctly will cause the car to run poorly or not at all.

3. Bolt up clutch assembly.
 - Use provided alignment tool.
 - The discs are marked as “Flywheel Side” or “Transmission Side.” Be sure to pay close attention to the labels on the disc for proper placement. Make sure not to mix up any of the plate orientation.
 - Snug up pressure plate (hat) bolts in a crisscross fashion (use blue Loc-tite 242 or equivalent).
 - Torque pressure plate (hat) bolts to 18 ft lbs.
4. Use provided throw out bearing. Make sure the part numbers on the bearing face back towards the transmission, and tapered side faces the pressure plate.

CAUTION: The bearing can be installed backwards and will damage the pressure plate.

Clean the splines of the input shaft, and apply only the smallest amount of grease. Then wipe the splines clean with a clean dry rag. Only trace amounts of grease are needed, too much grease will fly out and onto the clutch disc at high engine speeds ruining the clutch discs.

5. When positioning the transmission for install be careful not to hit the pressure plate diaphragm spring, the install is more difficult than a conventional clutch to stab. Once in place and on the block dowel pins, bolt the transmission up.

6. **CAUTION: Once all the drive line parts are installed DO NOT push the clutch pedal to the floor. Permanent damage will result.**

Now that you have a smaller pressure plate assembly the diaphragm spring release only needs to move a fraction of the distance it did before. Carefully install the provided clutch pedal stopper behind the clutch pedal.

7. Adjust pedal in cabin to allow 3/8" free play at top of pedal.

CAUTION: Make sure there is free play, without free play the bearing will ride on the pressure plate and prematurely wear over time.

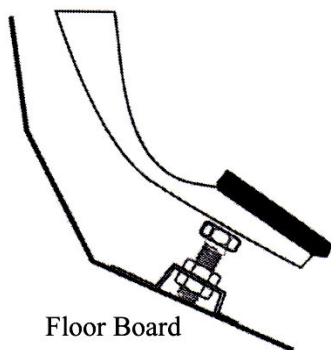
8. With gear in neutral, the parking brake on, and the brakes applied.

- Start engine.
- Move shifter as if you were going to put the car in first gear. While applying slight pressure to the shifter toward the first gear position, slowly press the clutch pedal until the shifter slips into first gear.
- Press the clutch pedal no more than 1/4" further and lock the pedal stop to not allow the pedal to travel any further.

CAUTION: Too much travel will permanently damage the pressure plate diaphragm spring. This step is crucial for the life of your new clutch.

9. You must disengage the clutch interlock switch as with the pedal stop assembly the pedal will no longer reach the switch.

WARNING: As discs wear, the pedal will come to the top and free play will diminish. This is an indication that the discs will need to be replaced in the near future.



Floor Board

Figure 1

Free Play - No significant resistance when applying pressure to the pedal.
Free play ends when resistance is felt.

After clutch is disengaged continue to depress the pedal no further than an additional 1/4". Lock the nuts on the clutch stopper adjuster.

Over extension of the clutch pedal will cause damage!