



RST - RST HD – RXT - RXT HD Adapter Ring Instructions



WARNING: When balancing RST/RXT clutch assembly, do NOT remove or add weight to the adapter ring! Any modification to the adapter ring will void your warranty. Weight must be added or removed from the flywheel only. McLeod offers balancing for an additional charge. Call McLeod 714-630-2764 for more info.

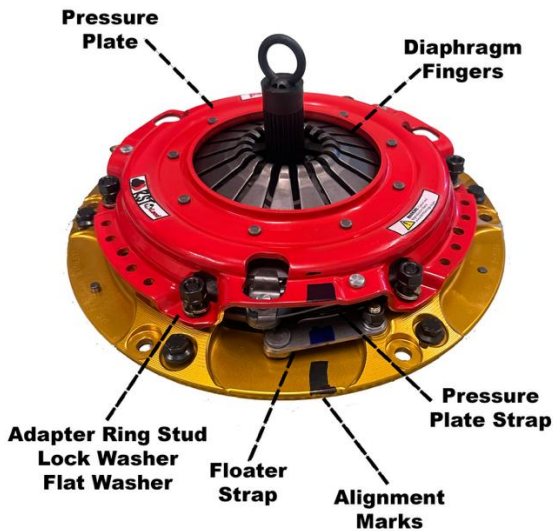


Figure 1

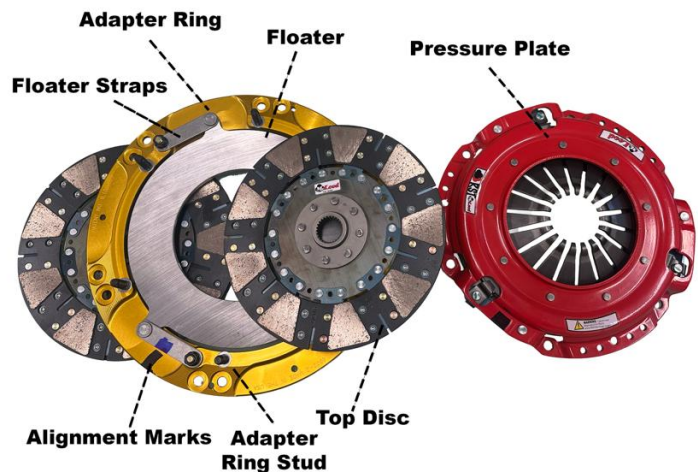


Figure 2

1. Remove 6 pressure plate nuts, lock washers, and flat washers. Set aside.
2. Lift off pressure plate and top disc from the adapter ring. Set aside. (Adapter ring may be gold, red, or black depending on your application) Figure 2. **Do NOT disassemble the floater and adapter ring!**
3. Inspect flywheel for chipped teeth on the ring gear and be certain the flywheel/disc engagement surface is clean, flat, and free of oil and/or grease. Be certain the pilot bearing is in place and is clean and free of nicks and burrs. If damaged, replace the pilot bearing. Test fit the pilot tool to see how far the tool engages the pilot bearing. See Figure 3.

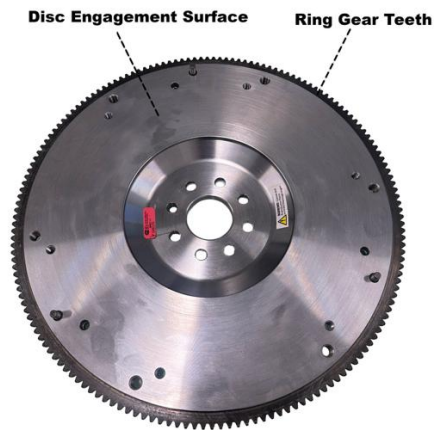


Figure 3

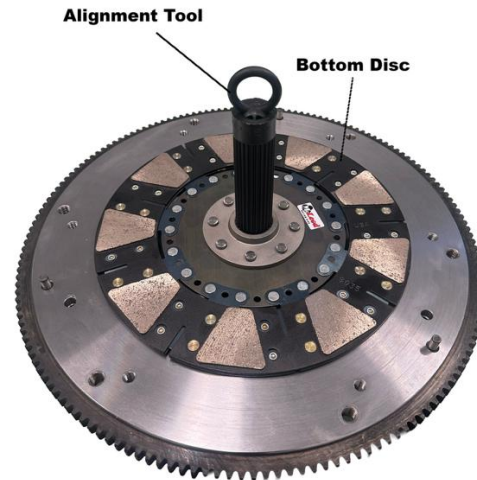


Figure 4

4. Install disc labeled “bottom” to the flywheel using the supplied alignment tool. Be sure the disc is installed with the label indicating ‘flywheel side’ is forward towards the flywheel. See Figure 4.

If your flywheel requires dowel pins, they must be installed. See flywheel manufacturer for dowel pins.

5. Place the floater and adapter ring on flywheel using either OEM or supplied pressure plate bolts. **Some kits are supplied with new bolts for attaching the ring to the flywheel. USE THESE BOLTS as they provide necessary clearance. Do NOT add any washers to any location if they were not present with the McLeod clutch assembly.** Torque these bolts to spec. Insert the pilot tool and rotate disc. The disc should be free and clear. See Figure 5.

Note: Torque 5/16” and 8mm bolts to 25 ft/lbs. and torque 3/8” bolts to 35 ft/lbs.

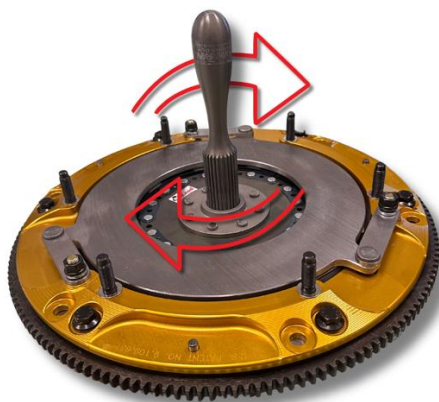


Figure 5

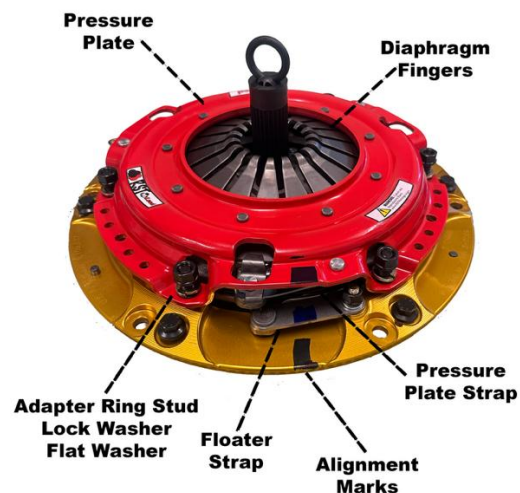


Figure 6

6. Install top disc. Be sure the “flywheel side” sticker on the disc is to the engine. Insert and rotate pilot tool all the way into the pilot bushing to align both sides.

7. Install the pressure plate onto the studs on the adapter ring. Pay attention to the alignment of the drive straps over the floater and the drive straps on the pressure plate. They should sit over top of each other. All drive straps must be seen in the same raised opening on the side of the pressure plate. Alignment marks on the adapter ring and pressure plate must line up. Do not offset drive straps! See Figure 6.

Order of Hardware:

Floater Plate:

- 5/16" -19 x 5/16" – 24 studs
- Shims against adapter ring at each stud location
- (1)-.005" shims. (1) -.010" shim (.312" ID)
- Floater/Adapter ring
- 5/16" split lock washer
- 5/16" flange nut – torque to 25 ft/lbs.

Pressure Plate:

- 3/8"-16 x 3/8"-24 studs
- Shims against the adapter ring at each location
- (1)-.025"/ (1) -.010" (.375" ID)
- Pressure Plate
- Flat washer 3/8" ID x .062" thick
- Lock washer 3/8" ID
- 3/8" flange nut – torque to 35 ft/lbs.

8. Pressure plate tightening sequence is critical. Tighten pressure plate nuts to 25 ft/lbs. in a star pattern (1 o'clock, 7, 3, 9, 5, 11). Then to 35 ft/lbs. again tightening in the star pattern. The lock washers should be completely compressed. **Do NOT use Loctite on the studs or nuts!**
9. Check diaphragm finger height currently by placing a straight edge onto the pressure plate across the finger opening. All the fingers should be **below** the rear surface of the pressure plate. See Figure 7.



Figure 7

10. Continue with the bellhousing, throw-out bearing, and transmission installation.
11. Break-In period: **Do not break in this clutch system on a chassis dyno!** (This will VOID the warranty) Normal street driving is best for the break-in period. 500-750 stop and go miles or 1500 clutch cycles while normally shifting the car up and down through the gears (**traction control must be turned off**). After the break-in period, you can drive the car aggressively and enjoy the additional performance.

Important Clutch Installation Hints

The following check list is a reminder of the necessary inspection points and precautions required to insure a trouble-free clutch installation.

Installation / Do's

- 1) Determine cause of original clutch failure. Cause of first clutch failure (if not wear) **MUST** be found and corrected. If oil is present on clutch plate, cause of leak **MUST** be corrected before installation of new clutch unit.
- 2) Check splines on transmission input shaft for signs of abnormal wear or twisting. Slide new disc on spline by hand gently to check fit. Disc should move **FREELY** on splines.
- 3) Remove ALL oil or grease from friction surfaces on flywheel and cover assembly. Surfaces **MUST** be clean and dry. Also, clean input shaft spline with a wire brush. Lubricate with dry graphite spray if needed.
- 4) To ensure proper operation, friction surface of flywheel **MUST** be resurfaced. Check dowel pins, they must be smooth and straight.
- 5) If throw-out bearing is worn, replace it, better now than later.
- 6) Closely inspect pilot bearing or bushing for excessive wear to avoid transmission shaft misalignment. Replace it if any doubts.
- 7) Use clutch alignment tool to ensure disc and cover are properly aligned with pilot bearing.
- 8) If using an aftermarket scatter shield/bell housing, checking center hole run-out is highly recommended.
- 9) Be sure all special type bolts, if any, are replaced in their proper locations.
- 10) Torque all clutch cover bolts evenly, to factory recommended spec, using a progressive "criss- cross" tightening pattern.
- 11) Before completing installation, inspect all clutch linkage parts (fork, clevis, pins, etc.) for signs of wear and replace ALL worn pieces. Grease all pivot points in linkage system.
- 12) Adjust clutch pedal "free play" to correct specifications. Throw-out bearing should not be tight against clutch fingers. 1/8" – 1/4" is recommended, except cable linkage.

Installation / Don'ts

- 1) Don't let any grease or oil contact ANY friction Surface.
- 2) Don't use an impact (air gun) to tighten cover bolts.
- 3) Don't let transmission weight rest on input shaft during installation.

Torque Specs

5/16-18 Grade 8	20 Ft/Lbs.
3/8-16 Grade 8	35 Ft/Lbs.
7/16-20 Grade 8	65 Ft/Lbs.
1/2-20 Grade 8	70 Ft/Lbs.

Limited Warranty

McLeod Racing products are warranted to be free from defects in material and workmanship for the period of **ninety (90) days** from the date of purchase. McLeod Racing does not warrant or make any representations concerning its products when not installed and/or used strictly in accordance with the manufacturer's instructions for such, installation and operation, and in accordance with good installation and maintenance practices of the automotive industry. Products purchased used do not carry a warranty. This warranty is to the original purchaser and is non-transferable.

McLeod Racing will not be held liable for the labor charges and other intangible or consequent losses that might be claimed because of the failure of any part, nor shall it be liable for damages or injury to persons or property resulting from the misuse or improper installation of any part subject to this warranty. No merchandise may be returned for any reason unless prior return merchandise authorization number (RMA) has been obtained from McLeod Racing.

McLeod Racing reserves the right to examine all parts returned for warranty claim to determine whether any such part has failed because of a defect in material or workmanship. McLeod Racing's obligation under this warranty shall be limited to repairing, replacing or crediting, at its option, any part found to be defective. All products returned for warranty inspection must be prepaid by the customer under this warranty.

For any changes or updated versions of the warranty described above, please refer to www.mcleodracing.com before installation of product.