

HELIX

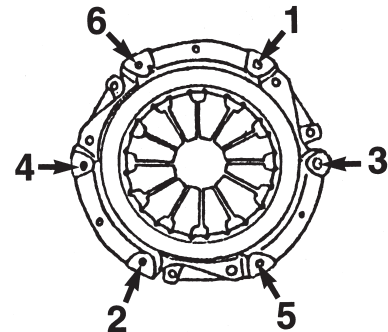
Autosport Ltd

IMPORTANT

THE SURFACE OF THE PRESSURE PLATE HAS A PROTECTIVE COATING.

ALL TRACES OF THIS MUST BE REMOVED WITH A SPIRIT-BASED SOLVENT BEFORE FITTING THE CLUTCH.

PROCEDURE FOR CORRECT INSTALLATION OF CLUTCH COVER



- ① INSTALL CLUTCH PROVISIONALLY BY HAND.
- ② TIGHTEN FLYWHEEL BOLTS DIAGONALLY AND EVENLY, TO O.E. SPECIFICATIONS.

HELIX AUTOSPORT RECOMMENDS THAT ALL CLUTCHES ARE BEDDED IN FOR 200 MILES WHILST DRIVING IN TRAFFIC AND STOP STARTING, THEREBY FULLY USING THE CAPACITY OF THE CLUTCH.

THIS DOES NOT INCLUDE MOTORWAY JOURNEYS AND/OR DYNO TESTING.

FAILURE TO DO SO WILL CAUSE THE CLUTCH TO SLIP WHEN USING FULL POWER, AS IT CANNOT USE THE FULL FRICTION AREA OF THE DRIVE PLATE.

SLIPPING CAN BE EASILY IDENTIFIED ON INSPECTION, AND PROVIDING THE CLAMP PRESSURE IS TO SPECIFICATION, IT DOES NOT COME UNDER WARRANTY.

MODERN DAY CLUTCH DISC MATERIAL IS TYPICALLY 50% HARDER WEARING THAN THE NOW SUPERSEDED ASBESTOS MATERIAL, MAKING CLUTCH REPLACEMENT LESS FREQUENT. ONE DISADVANTAGE OF THIS IS THAT IT TENDS TO ACCELERATE WEAR TO THE FLYWHEEL AND CLUTCH COVER CONTACT SURFACES.

- WHEN REPLACING THE CLUTCH, THE CONDITION OF BOTH SURFACES IS HIGHLY IMPORTANT. A NEW HARD-WEARING CLUTCH DISC WILL NOT BED INTO WORN AND UNEVEN FLYWHEEL AND CLUTCH COVER SURFACES AND FAILURE OF THE CLUTCH IS CERTAIN. IF IN DOUBT, ALWAYS REFACE THE FLYWHEEL AND CHANGE THE CLUTCH COVER WITH THE CLUTCH DISC.
- WHEN FITTING THE ENGINE TO THE GEARBOX, NEVER ALLOW THE GEARBOX TO 'HANG' ON THE CLUTCH. BOTH GEARBOX AND ENGINE SHOULD BE SUPPORTED. AS SOON AS THE ENGINE AND GEARBOX HAVE BEEN MATED TOGETHER, THEY SHOULD BE BOLTED TOGETHER IMMEDIATELY. THIS WILL PREVENT THE POSSIBILITY OF DISTORTING THE CLUTCH DISC, CAUSING IT TO RUN OUT OF TRUE.
- CHECK FOR ANY OIL LEAKS BEFORE RENEWING A CLUTCH. OIL CONTAMINATION FROM A LEAKING REAR CRANK SEAL OR FRONT GEARBOX SEAL WILL RENDER THE CLUTCH USELESS.
- ALWAYS CHECK THE SPIGOT BEARING WHICH SUPPORTS THE GEARBOX INPUT SHAFT AGAIN, THIS WILL CAUSE CLUTCH JUDDER AND IN EXTREME CASES CAN RESULT IN FAILURE OF THE CLUTCH PLATE AND DAMAGE THE GEARBOX.