Group A Installation Sheet Twin/Triple Plate Clutch & Friction Disc	Revision 1 January 2026

Installation must be carried out by a trained, professional technician, improper installation or failure to adhered to intallation guidence provided will void the manufactures warranty.

Pre-installation

Visually inspect the pressure plate and where possible, compare it with the previously used pressure plate.
Verify the new clutch kit matches the vehicle application.
Check the flywheel for cracks, heat abrasions, or excessive wear, and have it resurfaced or replaced.
Use cleaner to remove oil/grease from the new pressure plate and flywheel.
Compare the new friction disc to the old one, make sure the diameter, spline count and hub configuration match. Confirm it suits the vehicle and gearbox.
Ensure the friction material is clean, dry and free from oil, grease or dirt.
Place the friction disc on a flat surface or use a dial gauge to ensure it’s not warped in transit.
Tools/equipment you will need, torque wrench, alignment tool, jack/stands, and new flywheel/pressure plate bolts (recommended).

Installation - Twin & Triple Plate

Use cleaner to remove oil/grease from the new pressure plate and flywheel.
Install the flywheel, applying thread locker to bolts, and torque to OEM specs.
Test fit the friction disc on the gearbox input shaft (without forcing it), it should slide smoothly and have no excessive play.
Lightly lubricate splines with grease, then wipe off excess.
Install the first (bottom) friction disc, paying attention to hub orientation (usually marked 'flywheel side').
NOTE - if the orientation of the friction disc becomes unclear, confirm with a Helix Technician.
Insert the alignment tool through the first disc into the pilot bearing.
Install the interplate.
Install the second (top) friction disc.
Install the second interplate. (if applicable)
Install third friction disc. (if applicable)
Install the pressure plate/cover assembly.
Tighten the pressure plate bolts gradually in a criss-cross pattern to the OEM specified torque.
Remove the clutch alignment tool before attempting to install the gearbox.
Ensure the release bearing rotates smoothly and has sufficient free play on the gearbox shaft.
If replacing the release bearing check the new bearing is the correct application against the part removed.
Carefully align the gearbox input shaft with the clutch disc spline and insert it without forcing it.

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Installation - Twin & Triple Plate

Check for correct clutch pedal free-play, clearance and make certain there is margin between the diaphragm spring and release bearing.
All twin & triple plate applications will be marked with paint to guide the orientation.

****NOTE If you encounter issues at any point throughout the pre-installation, installation and/or bedding in stages, please contact Helix Autosport before utilising the clutch further.**

Bedding In

Helix Autosports conditions is that all clutches are bedded in, to allow full capacity of the clutch.

Organic
Drive the vehicle normally for 300–500 miles (480–800 km).
Use moderate engine speed and light to medium throttle.
Perform frequent smooth take-offs from a standstill.
Allow full clutch engagement as soon as possible after moving.

Cerametallic
Perform 20–30 gentle take-offs from standstill:

- Use low to mid engine speed.
- Engage smoothly without slipping excessively.

Drive for 50–200 miles (80–320 km) under light to moderate load.
Allow the clutch to cool fully after each driving session.
Repeat heat cycles 2–3 times if possible.

Sintered
Carry out 10–20 progressive engagements:

- Smooth take-offs with minimal slip.
- Moderate RPM only.

Perform short road or dyno sessions under increasing load.
Allow the clutch to cool completely between cycles.
After 1–2 heat cycles, normal race use can begin.
Some sintered clutches may feel harsh from new; this is normal.

At this stage if you cannot select all gears including reverse, DO NOT continue to utilise the clutch and contact Helix.

Under no circumstances should dyno testing be used to bed in a clutch application.

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Non-conforming

- Full-throttle launches
- High-RPM clutch drops
- Drag starts or track use
- Holding the vehicle on the clutch
- Excessive slipping
- Aggressive launches
- High load in high gears at low RPM

Additional Guidelines

- Modern day friction disc material is typically 50% harder wearing than the now superseded asbestos material, making clutch replacment 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 friction disc will not bed into worn and uneven flywheel and clutch cover, and failure of the clutch will occur. If in doubt, always reface the flywheel and chang the clutch cover and friction plate at the same time.
- When fitting the engine to the gearbox, never allow the gearbox to ‘hang’ on the clutch. Both gearbox and engine should be supported. As soons as the engine and gearbox have been mated, they should be bolted together immediately. This will prevent the possibility of distorting the friction disc, causing it to run out of true.
- Check for any oil leaks before renewing a clutch.
- Oil contamination from leaking rear crank seal or front gearbox seal will render the clutch useless.
- Always check the spigot bearing which supports the gearbox input shaft, this will cause clutch judder and in extreme cases can result in failure of the clutch and damage the gearbox.
- Bolts / cap head screws minimum tensil strength 10.9. for threaded flywheels M8.
- Bolt / stud with ‘K’ nuts 5/16 UNF. The recommended tightening torque for either is 22NM (16lbft).
- Release travel on contact of release bearing to diaphragm spring to be limted to -
  140mm & 184mm = 6.00mm
  200mm & 215mm = 7.00mm

Aftersales

Returns for incorrectly ordered parts will only be processed with the originating distributor/purchaser and a 15% restocking fee will apply.

Any Helix parts which have been lightened, modified, incorrectly installed nd/or mistreated are non-refundable.

Any Helix parts which are returned in a unsellable condition will NOT be refunded.

Installation of Helix parts should be performed by a trained professional. Helix Autosport provides these instructions for reference only and accepts no liability for any damage, injury, or consequential loss arising from installation or use of our parts.