Group N Installation Sheet Pressure Plate & 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 abrasion, 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

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.
Place the new friction disc onto the flywheel using an alignment tool. Ensure the correct side faces the flywheel (this will be labeled on the friction disc).
NOTE - if the orientation of the friction disc becomes unclear, confirm with a Helix Technician.
Position the pressure plate over the disc and align it with the dowel pins on the flywheel.
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 friction disc spline and insert it without forcing it.
Check for correct clutch pedal free-play, clearance and make certain there is margin between the diaphragm spring and release bearing.

****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.**

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Bedding In

Helix Autosports conditions is that all clutches are bedded in for 200 miles, whilst driving in traffic, going up and down the gears and stop starting, thereby fully using the capacity of the clutch.
This does not include motorway journeys.
Under no circumstances should dyno testing be used to bed in a clutch application.
At this stage if you cannot select all gears including reverse, DO NOT continue to utilise the clutch and contact Helix.

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 change 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.

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 and/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.