



WARRANTY

This product has been manufactured and tested to the highest quality standards by ACTION CLUTCH. This Limited Warranty offered by ACTION CLUTCH covers defects in material or workmanship in new ACTION CLUTCH products. This warranty extends to the original purchaser only and is non-transferable. Only consumers purchasing ACTION CLUTCH products from authorized ACTION CLUTCH retailers or resellers or through the ACTION CLUTCH website may obtain coverage under our limited warranties.

ACTION CLUTCH warrants this product against defects in material or workmanship as follows:

ACTION CLUTCH will replace at no charge for parts only that proves defective because of improper workmanship. If ACTION CLUTCH is unable to provide a replacement and repair is not practical or cannot be made in a timely fashion, ACTION CLUTCH may elect to refund the purchase price in exchange for the return of the product.

Action Clutch offers a 90-day warranty from the original date of purchase. We also offer a 30-day return policy with a 20% restocking fee.

Our warranty does not cover any problem that is caused by:

1. Conditions, malfunctions or damage not resulting from defects in material or workmanship.
2. Conditions, malfunctions or damage resulting from (1) normal wear and tear, improper installation, improper maintenance, misuse, abuse, negligence, accident or alteration.
3. Accessories, connected materials and products, or related products not manufactured by ACTION CLUTCH.
4. Damaged input Shaft causing HUB to strip
5. Failure to resurface the flywheel will invalidate Warranty.

Please Note: ACTION CLUTCH will not be liable for labor charges and other intangible or consequent losses that might be claimed as a result of the failure of any part, nor shall they be liable for damages or injury to any persons or property resulting from the misuses or improper installation of any part subject to this warranty.

Our limited warranties are void if a product is returned with removed, damaged or tampered labels or any alterations (including removal of any component or external cover).

ACTION CLUTCH will not provide any warranty coverage unless claims are made in compliance with all terms of the controlling warranty statement included with your product and you follow proper return procedure. To request warranty service, you will need to provide:

1. The sales receipt or other evidence of the date and place of purchase.
2. A description of the problem.

3. Delivery of the product or the defective part, postage prepaid by buyer and carefully packed and insured, to: ACTION CLUTCH, 3912 WHITTIER BLVD, LOS ANGELES, CA 90640

When warranty service is completed, any repaired or replacement product or part will be returned to you postage prepaid.

ACTION CLUTCH SHALL NOT BE LIABLE TO PURCHASER OR ANY OTHER PERSON FOR ANY INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES, ARISING OUT OF BREACH OF THIS WARRANTY OR ANY IMPLIED WARRANTY (INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTY OF MERCHANTABILITY)

How Does State Law Apply? The laws of the State of CALIFORNIA, USA, govern our warranties. It gives you specific legal rights, and you may also have other rights that vary from state to state. Our warranties do not affect any additional rights consumers have under laws in their jurisdictions governing the sale of consumer goods. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the limitations or exclusions in our warranty statements may not apply. You may be required by law to give us a reasonable opportunity to correct or cure any failure to comply before you can bring any action in court against us under the Magnuson-Moss Warranty Act.

CLUTCH INSTALLATION GUIDELINES

1. Carefully evaluate the cause of your previous clutch failure to determine if the contributing factor(s) need attention before the new clutch is installed.
2. Flywheel must be replaced or machined. Inspect dowel pins (if applicable) to make sure they are straight and smooth, (It is a good idea to pre-fit the cover over the dowel pins before final assembly).
3. Before fitting, inspect the clutch for any damage, which may have occurred during the shipping process. Clean (degrease) bell housing and remove all dust and debris. Study the drivetrain components before disassembly by making notes and/or taking pictures to ensure proper re- installation.
4. Test fit the disc onto the input shaft ensuring that it will slide freely. If the disc does not slide freely it may be necessary to clean the splines of the input shaft as well as file any burrs from the splines on the disc. **DO NOT FORCE THE DISC ONTO THE SHAFT, CONTACT US IF YOU HAVE ANY FITMENT ISSUES!**
5. Very lightly grease the input shaft splines with high melting point grease or a dry graphite lubricant. Lack of lubrication may cause disengagement problems.
6. Inspect clutch release fork and pivot point for cracks or wear (it is highly recommended to replace these items if they show any signs of wear).
7. Inspect the release bearing quill/retainer for any signs of wear (it is highly recommended to replace this item if it shows any signs of wear). Note: New release bearing collar should be properly lubricated, and a light coat of grease applied to the outside diameter of the quill/retainer tube.
8. Assemble the clutch cover and disc making sure the disc is facing in the correct direction (note "Flywheel Side" or "Pressure Plate Side" stickers on the disc), bolt the assembly to the flywheel using the supplied alignment tool while ensuring that the flywheel dowels are aligned to the cover. Tighten and torque down the bolts in a diagonal pattern. Never use air (impact) tools to install a clutch cover assembly.
9. Refit gearbox using proper jack/apparatus to support the weight. Do not force the input shaft into the disc as this would result in a bent disc causing disengagement failure.
10. Perform any clutch adjustments to vehicle manufacturer specifications (inspect clutch cables and/or hydraulics for damage or leaks). Note: It may be necessary to reset the clutch master cylinder push rod to obtain desired pedal release position.

11. With a newly fitted clutch it is always a good idea to allow 500 miles of normal stop and go driving to ensure proper break-in. Note: High performance clutches utilize different friction materials that may cause slight clutch shudder and a compromise of drivability.

CLUTCH SYSTEM BLEEDING INSTRUCTIONS

If, during the course of the installation, you introduced air into the clutch system, the system must be bled before attempting to drive the vehicle. The following procedure is the only way to ensure that all air is bled from the system. Because the bleeder is approximately 4" above the clutch slave cylinder, you will not be using the bleeder. The process you will be using is known as vacuum bleeding.

What you will need:

- Vacuum source with gauge capable of pulling 25-30" Hg
- Rubber stopper at least 1.5" diameter at the large end
- Fitting to connect vacuum source to rubber stopper.
- A small can of new Dot3 brake fluid
- A catch can between the vacuum source and rubber stopper

Remove the cap from the brake master cylinder (the brakes and clutch use the same reservoir). Place the rubber stopper (hooked to the vacuum source) over the opening in the master cylinder. While holding the stopper flush against the opening, begin to pull a vacuum in the system until the stopper is sealed. Continue to pull a vacuum to about 25-28" Hg. Get inside the vehicle and rapidly pump the clutch pedal 25 – 30 times, making sure that the pedal is allowed to return to the full up position each time. At this time, you should be able to see a column of fluid in the hose between the stopper and the catch can. There should be bubbles coming up through the column of fluid. If not, repeat the process of pumping the clutch pedal rapidly (rapid pumping of the pedal breaks up the air so that it can be pulled out of the system). Depending on how much air you have in the system, you may need to pull a vacuum 3 or 4 times before you get all of the air out. Also, it is not uncommon for air to move overnight requiring a bleed the next day. When done, replenish the fluid in the reservoir. NOTE: Each time you are done pulling a vacuum, you must pump up both the clutch and brake pedals. It is easier to pump up the brake pedal with the engine running. Failure to pump up both pedals following a vacuum pull can result in serious or fatal injury.

Clutch Fork And Bearing Installation (FOR K SERIES TRANSMISSIONS)

An image has been included below that illustrates proper installation procedure for clutch fork and throwout bearing installation on "K Series" transmission vehicles.

Always Make Sure The Release Fork Setting Is Fastened Properly With The Fork

Spring



Clutch Release

ACTION CLUTCH provides a video for customers and installers to use in assistance with other available resources. Please see this included Youtube video that gives additional information into proper procedure when installing the clutch fork and/or throwout bearing.

<https://www.youtube.com/watch?v=clXtdVQgY4o&>

Failure To Do So Will Cause The Fork To Rub Against The Pressure Plate

