

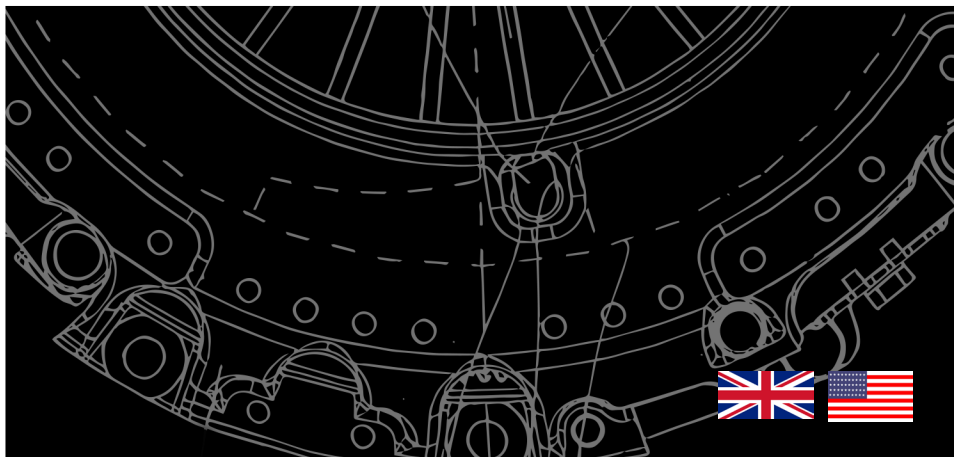
DER KUPPLUNGS MEISTER

DKM

PERFORMANCE
CLUTCH KITS & FLYWHEELS

Instructions

MS-034-060





Der Kupplungs Meister Installation Instructions

Special Features & Benefits

- Complete clutch assembly that replaces the factory dual mass flywheel (DMF) clutch unit.
- Flywheel and pressure plate are not compatible with the OEM units.
- Smooth, factory-like engagement feel.
- Torque rating of (599 N•m, 660 lb•ft)

Before Install:

1. Confirm that all parts listed below are included in the package. Call the DKM Technical Help Line immediately if any items be missing, damaged, or incorrect.

DKM Technical Help Line: +49(0)37204603230 (Europe)
or 678-806-3461 (USA)

2.
 - Carefully review all the installation instructions included.
 - Instructions should be used by the installer and saved by the purchaser for future reference.
 3. Call DKM if you have any questions or concerns during the installation.
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Parts / Kit Components:

Part #	Description	Quantity
99876-0150-2	DISC - RIGID ORGANIC- 9.250" - DKM	1
CP-MS-034-142	CLUTCH PACK - FLAT TOP	1
AT126	Alignment Tool- 7/8"x23Tx.82	1
LT-262-Cap	Loctite 262 .02oz Capsule - Red	1
M10-1.0x20HHCS12.9	Hex Head Cap Screw M10-1.0X20-12.9	8
M5-.8X16RHS8.8	ROUNDED HEAD SCREW - M5-.8X16 - 8.8	27
N17060	Release Bearing/Slave Cylinder Assembly	1
TM1-17060-FT	FLYWHEEL - FLAT TOP TWIN	1
TX-25x25-MM-1/4-BIT	TORX BIT T25 25MM LENGTH 1/4" DRIVE	1

Der Kupplungs Meister Limited Warranty

The "Authorized Dealer" is a wholesale or retail seller who is properly trained and authorized by DKM to sell DKM products. The "Customer" is the most recent person or entity to purchase the DKM product. The "Installer" is the person or entity responsible for the installation of the DKM product. The "Consumer" is the owner of the vehicle onto which the DKM products are installed.

Der Kupplungs Meister, Inc. (DKM) ensures all warrantable items to be free from defects in material and workmanship for one year from the date of purchase from an Authorized Dealer. DKM's responsibility is limited to repair, replacement, or customer account credit for DKM products. Credit will never exceed the invoice total of the original sale. DKM is not responsible for any labor, transportation or vehicle storage costs; nor shall DKM be liable for property damages or personal injury due to the improper installation or misuse of its products.

What is covered by this warranty?

- Conventional clutch and flywheel assemblies purchased through an Authorized Dealer.
- Partial conventional clutch kits that are used to replace worn DKM components.

What is not covered by this warranty?

- "MR" Series racing clutches.
- Any parts modified by the installer or consumer.
- Wear and tear, misuse, neglect, improper installation or improper break-in.
- Partial clutch kits that are used with non-DKM components.

Limitations to the warranty

DKM products are available only through an Authorized Dealer Network. All warranties and returns must be processed through an Authorized Dealer before contacting DKM directly. Warranties and returns cannot be processed without proper proof-of-purchase from an Authorized Dealer. Credit for items which satisfy the warranty process will be issued to the Authorized Dealer from which the parts were originally purchased. The Authorized Dealer will then replace the parts or refund the customer per the return policy of the Authorized Dealer.

If replacement parts are required by the customer before the original warranty parts are returned to DKM during a warranty claim process, the customer will be charged for the replacement parts and will be issued credit once the warranty parts are received and processed by DKM. Be advised that credit will not be issued if the parts are:

- Not returned to DKM
- Are determined to be "not defective,"
- Are damaged in a manner that is not covered by the warranty.

All product returns require a Return Goods Authorization (RGA) number which will be issued to the Authorized Dealer after the Authorized Dealer has contacted DKM at +49(0)37204603230 (Europe) or 678-806-3461 (USA) with the following information:

- Proof of purchase with date (no return will be accepted without this document).
- Proof of flywheel resurfacing or replacement if the return is for a partial kit.

An RGA number and RGA Submission Form will be issued to the Authorized Dealer by DKM once the RGA is approved. The return will be handled by either the Authorized Dealer or by the consumer per the return policy of the Authorized Dealer.

DKM reserves the right to inspect any and all parts returned for warranty to determine the reason for failure. In order to obtain warranty consideration, **the entire clutch assembly including the pressure plate, clutch disc, flywheel, release bearing, and the pilot bearing or bushing (if applicable) must be returned to DKM along with a completed RGA Submission Form. If the warranty claim is for a partial clutch kit (pressure plate and disc without the flywheel), the RGA Submission Form must also include proof of flywheel resurfacing or the purchase of a separate DKM replacement flywheel.**

Merchandise returned for inspection or repair must be sent by prepaid freight, insured for the full value of the components sent, and properly packaged per the requirements and regulations of the carrier used. **The RGA number must be attached to the outside of the package.** All freight charges (inbound and outbound) for returned products are the sole responsibility of the consumer. Parts received by DKM without an RGA number and completed RGA Submission Form will be returned-to-sender postage due, or, in the event that the item is unreturnable; DKM will dispose of the parts.

DKM makes no other warranties expressed or implied.

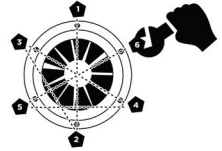
Fitting & Installation Instructions

The following general installation instructions are to be considered as a supplement to the Factory Service Manual for your particular model of engine and transmission. Engine and transmission combinations may vary by model year and country of origin. **Failure to observe and carefully follow these instructions when installing your new clutch will void the warranty.**

1. It is vital to diagnose the cause of the failure of the old clutch before replacing it with a new unit. Any premature failure, other than overpowering of the old unit, must be properly remedied before replacement. Failure to remedy the cause of premature failure of a clutch unit will also cause the new unit to fail. Be sure if the old clutch failed due to overpowering, that the replacement clutch is designed to handle the torque, vehicle weight, and driving style that it will be used for. Contact the DKM Technical Help Line if you cannot diagnose the reason for the failure of the old clutch or if you have questions about the capacity of the new clutch unit. Common causes of premature failure include:
 - Improperly-followed installation procedures.
 - Kinked, bent, obstructed, or constricted clutch hydraulic lines and damaged or worn linkage.
 - Improper setting of clutch pedal free-play which causes slipping and rapid wear.
 - Worn bearings or bearing sliding surfaces which cause binding of components.
 - Engine oil leaks that contaminate the disc friction material.
 - Overuse of clutch spline lubricant that contaminates the friction material.
 - Dirty, sloppy, unorganized installation which can lead to: capturing of debris or material between mating surfaces causing misalignment of the clutch or transmission.
2. **Carefully read the entire Factory Service Manual** for your particular model of engine and transmission to ensure that all of the proper tools and consumable parts are on hand before scheduling the installation. Research should also be done to identify common failures of non-clutch components that must be removed during clutch replacement (such as axle seals or retaining clips that may be damaged during removal). Consideration should also be given to items that are commonly replaced during clutch replacement due to ease of access (such as rear main seals and transmission tailshaft seals).
3. **Make sure you have the correct parts for your application.** After disassembly and cleaning, you should pre-fit the components as much as possible to assure compatibility between the splines, linkage, bearings, and hydraulic fittings before beginning reassembly. Consult DKM as soon as possible if you have any questions or if you are missing parts in your kit.
4. This DKM kit is not compatible with any flywheel, disc, or pressure plate not manufactured by DKM unless explicitly stated on the included parts list.
5. The flywheel and pressure plate are covered with rust inhibiting preservative oil. Use a residue free brake or clutch parts cleaner to thoroughly clean the mating surface on these parts, as well as those of the friction surfaces, before reassembly. Failure to remove this preservative oil from the mating surfaces can result in improper torquing of the assembly hardware which can cause the clutch or flywheel to detach after installation. Furthermore, failing to remove the preservative oil from the friction surfaces will cause premature wear, resulting in failure of the clutch unit. **Important:** Over use of degreaser can wash away necessary lubrication from the pilot bearing or other critical areas. For this reason, only clean the mating surfaces of the pressure plate and flywheel as well as the friction surfaces.
6. Clean the old grease from the gear box input shaft splines and ensure that the new clutch disc slides freely on the shaft. **Lightly** grease the input shaft with high temperature "disc brake grease." Lack of proper spline lubrication will cause binding, failure to disengage, and clutch drag. Over-application of grease will contaminate the friction material, causing clutch slip and premature failure.
7. Remove and replace the pilot bearing (if applicable). Remove and replace the release bearing or the concentric slave cylinder (CSC) (where applicable).
 - a. For vehicles equipped with a separate release bearing and fork, be sure that the fork pivot points and the bearing guide tube are in good condition and properly lubricated. Replace the guide tube, pivot ball, or any linkage that is excessively worn.
 - b. For vehicles equipped with a concentric slave cylinder (CSC), observe any special installation instructions or bleeding procedures in the Factory Service Manual. Many CSC systems will not work properly if

bleeding instructions are not followed exactly. Some CSCs are not reusable and must be replaced each time the transmission is removed, regardless of wear.

- When fitting the flywheel to the engine, it is critical that the mating surface of the crankshaft and the flywheel are clean, flat, and free of burrs. Consult the Factory Service Manual for proper bolt torquing procedures and ratings. Many vehicles require special crankshaft bolt sealing techniques to prevent oil leakage from around the bolts.
- Observe the proper Friction Disc orientation when fitting it to the flywheel. The pressure plate bolts should be tightened in a diagonal, crisscross pattern in several steps. Failure to use the proper torque sequence can cause damage to the pressure plate. Never use air tools to install the pressure plate bolts.



- When refitting the gearbox, be sure to fully support the weight of the gearbox until it has been securely attached to the engine. Never allow the weight of the gearbox to be supported by the input shaft or the friction disc. Do not force the input shaft through the friction disc and never apply a twisting or bending motion to the disc by the input shaft. Care must be taken not to bend the disc or damage the splines as this is the most common type of installation error that results in a faulty, nonfunctional clutch.
- Check all bell housing dowels to be sure that they are in the correct position before tightening bell housing bolts. Make sure there is no dirt or material between the mating surfaces of the engine and bell housing. Refer to the Factory Service Manual for proper torque procedures.
- Refer to the Factory Service Manual for clutch adjustment unless alternative specifications are provided.

Dual Mass Flywheel Replacement (If applicable):

This DKM Clutch Kit is a solid flywheel conversion kit that replaces the factory dual mass flywheel. Although this clutch kit has been engineered to minimize the effects of using the stronger solid flywheel, you may experience the following changes:

- The clutch pedal free play may need to be adjusted (if applicable) for proper operation
- There may be more free play in the pedal than a stock kit (1" to 2")
- There may be audible gear rattle caused by engine harmonics while in neutral or engine braking.
- The clutch engagement point may differ from the stock clutch
- The clutch pedal may have a different feel from the stock clutch

Should you have any questions about the above changes, please call our technical help line for advice before fitting this DKM clutch kit.

MS-034-060 Installation Instructions

Tools:

T-25 driver (Included)
Torque wrench (95 N.m/70 Lb.Ft)
Torque wrench (6 N.m/48 In.Ft)
Brake parts cleaner
Lint-free towels
Gloves

Components:

Alignment tool
Loctite red
Flywheel bolt (8)
Release bearing
Clutch kit

1. Confirm all correct parts are in the box (please refer to page 2)



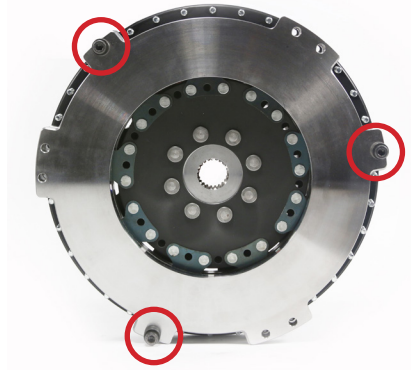
2. Remove the pressure plate bolts with a T-25 driver



3. Remove clutch pack from flywheel and bottom disc



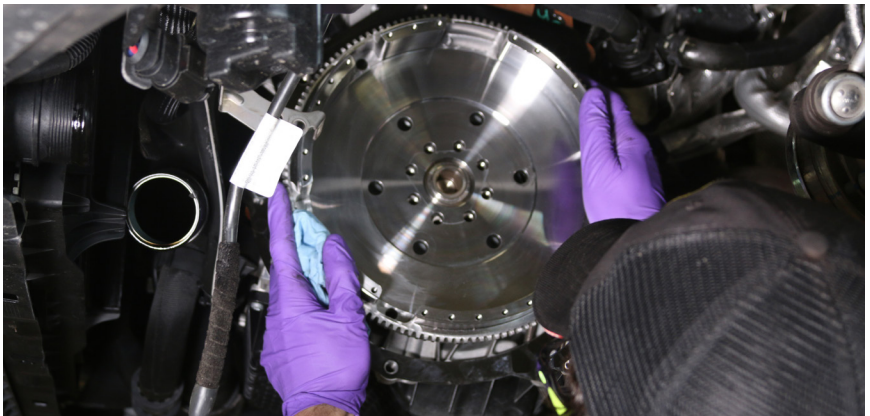
4. Do not remove clutch pack assembly bolts



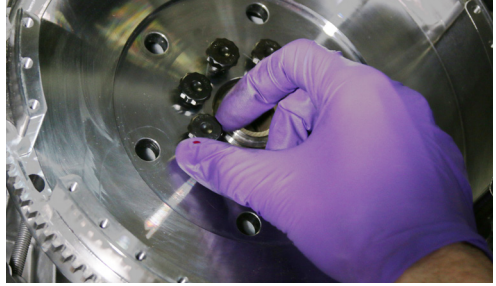
5. Thoroughly clean the end of the crankshaft to prepare it for installation of the flywheel.
6. Apply Red Loctite to the flywheel bolts



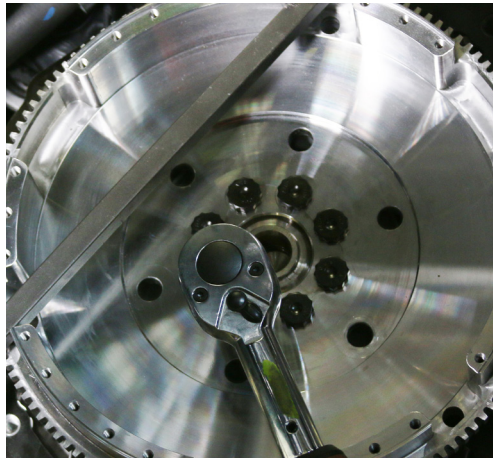
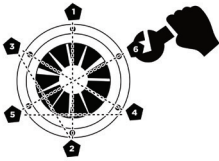
7. Place the flywheel on the crankshaft. Rotate the flywheel until all holes are aligned. Note that the flywheel can only be installed in one position.



8. Install the crank bolts finger-tight only. Do not tighten them yet.



9. Prevent the flywheel from rotating with a flywheel locking mechanism and torque the crank bolts to 95 N.m (70 Lb.Ft) in a crisscross pattern.



10. Using a rag and brake parts cleaner, remove all the old grease from the input shaft splines. You may need to use a stiff bristle brush to remove any dried grease from between the splines.



11. Use a clean rag to apply new grease to the input shaft splines.



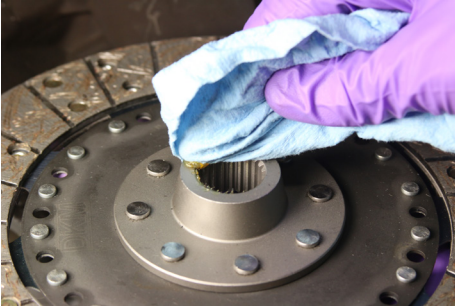
12. Put on clean gloves before touching the disc.



13. Place the disc onto the input shaft and push it back as far as it will go, then remove it. Rotate the disc 1/3 turn, then place the disc back onto the input shaft and push it back as far as it will go. Repeat this action several times, ensuring that the grease is spread evenly.



14. Remove the excess grease from the disc and input shaft, leaving only a VERY thin layer on the splined section of the shaft. Any excess grease will spin off the input shaft and contaminate the friction material: This will cause slipping, chatter, glazing, and other engagement issues. Contaminated friction material is not covered under warranty.



15. After cleaning the mounting boss, install the new slave cylinder and tighten the fixing screws to 16 N.m (12 Lb.Ft)

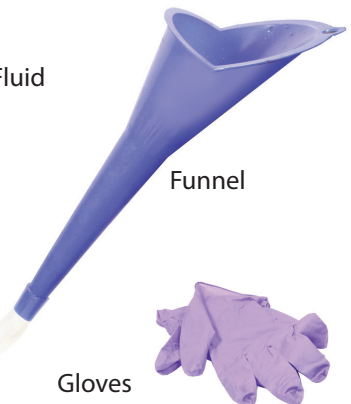


16. Bleed slave cylinder

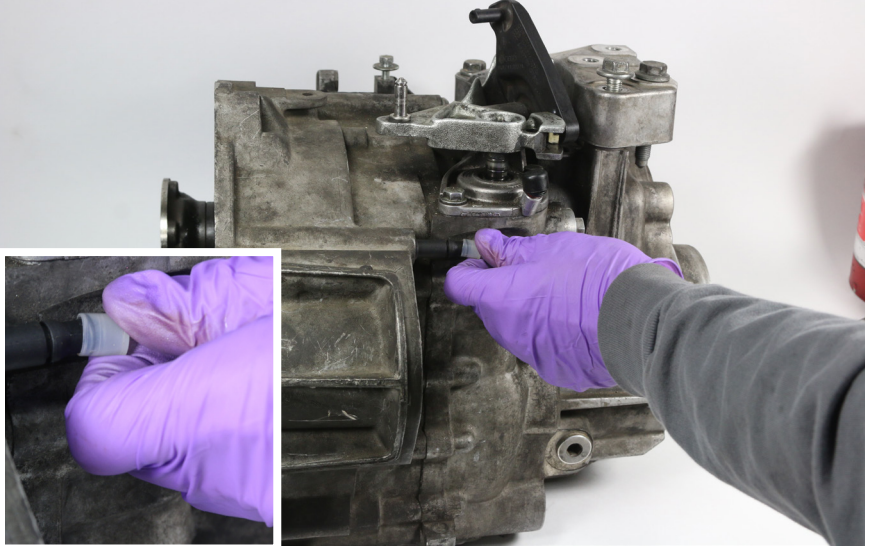
**To bleed the hydraulic slave cylinder,
you will need the following items:**



Brake Fluid



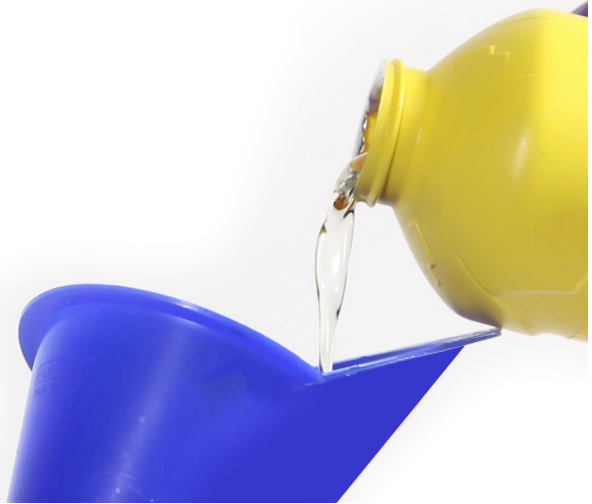
1a. Remove protective cap from hydraulic feed line.



2a. Secure the funnel to the hydraulic bearing feed line.



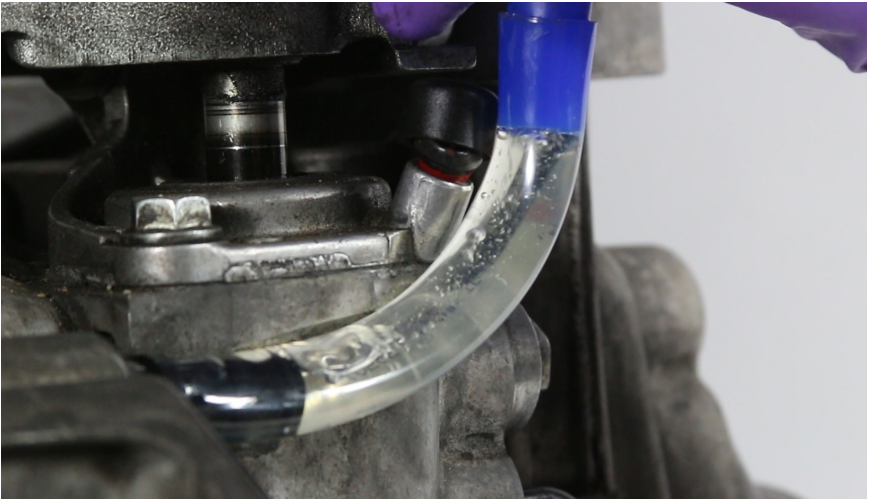
3a. Pour brake fluid into the funnel that is connected to the hydraulic bearing.



4a. Purge air from the hydraulic slave cylinder by repeatedly pressing the bearing.



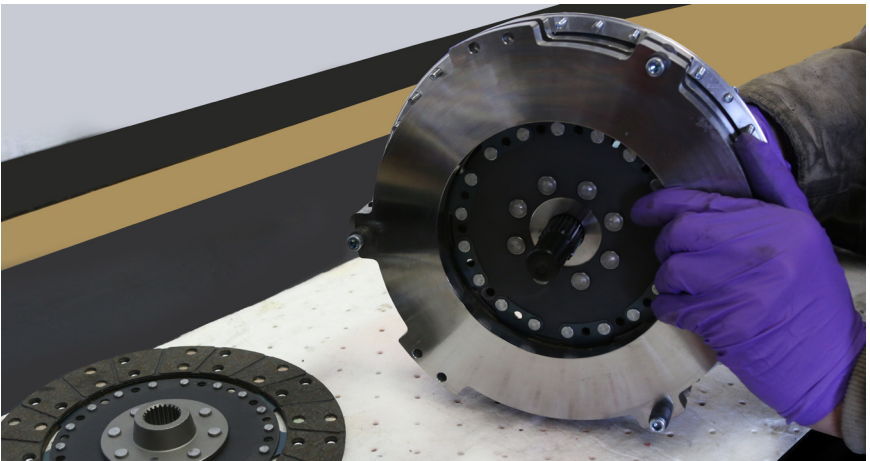
- 5a. Cycle the bearing until the bubbles are small and consistent. This step is to remove the majority of the air in the line. Any remaining air will be purged when final bleeding is performed in the vehicle.



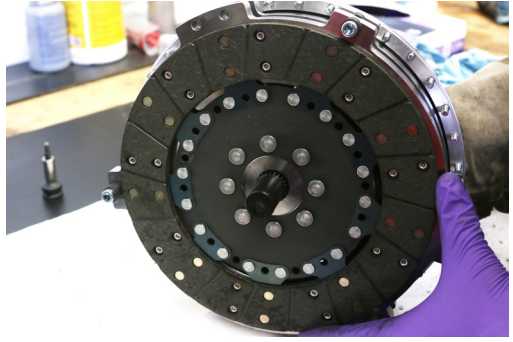
- Tip: When later installing transmission the bearing will be compressed and fluid will be pushed out of the slave cylinder. As a suggestion you may want to zip tie a glove to the spout of the slave cylinder to catch the excess

Installation of MS clutch kit continued.

17. Put the alignment tool through the upper clutch disc.



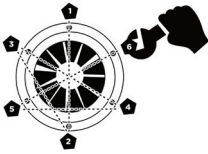
18. Place the bottom disc onto the alignment tool (hold the bottom disc and alignment tool, do not touch the friction surfaces).



19. Install the clutch pack and both discs onto the flywheel by aligning the alignment tool to the center of the crankshaft.



20. Start the screws into the pressure plate and finger-tighten them. Do not fully tighten the screws yet.



21. Taking care to check that the alignment tool is centered in the crank shaft, using the included T-25 bit, tighten each of the pressure plate screws by one full turn in a crisscross fashion.
22. Remove and reinstall the alignment tool. If the tool does not remove smoothly, the discs may not be properly aligned. If necessary, loosen the screws and see steps 21-22 repeat until the alignment tool removes smoothly.



23. Tighten each of the pressure plate screws by another full turn in a criss cross fashion. Repeat until there is no gap between the pressure plate and the flywheel.



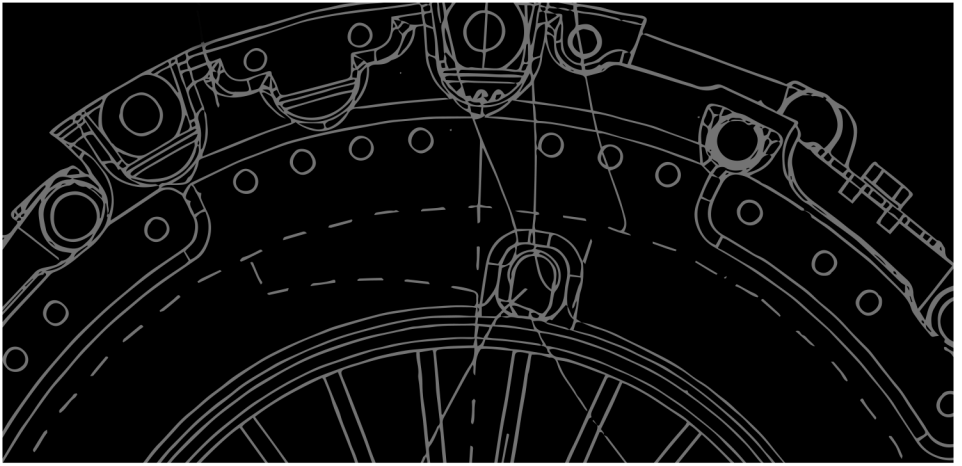
24. Remove the alignment tool. The tool should remove smoothly. If not, the discs may have shifted during tightening. If necessary, loosen the screws and repeat steps 23-24 until the alignment tool removes smoothly.
25. Torque each screw to 6 N.m (48 In.Lbs) in a crisscross fashion.



26. Be sure to remove the flywheel locking mechanism before reassembly of the vehicle.



27. Reassemble the vehicle per the Factory Service Manual.



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