Twin Disk Flywheel/Clutch installation

applies to all E36/E46 applications

Professional installation by experienced BMW technician recommended!

VERY IMPORTANT: **It is still critically important that these few installation specs are followed carefully.**

REVIEW COMPLETELY BEFORE BEGINNING WORK.

REMOVAL OF ORIGINAL SLAVE CYLINDER: ***DO NOT REMOVE THE SLAVE CYLINDER WITHOUT DE-PRESSURIZING.*** **Open bleeder valve before loosening the two retaining nuts. Leaving even the small amount of residual pressure in the slave can cause the pin seal to hyper extend and damage the unit.**

TIGHTENING FLYWHEEL-TO-CRANK BOLTS

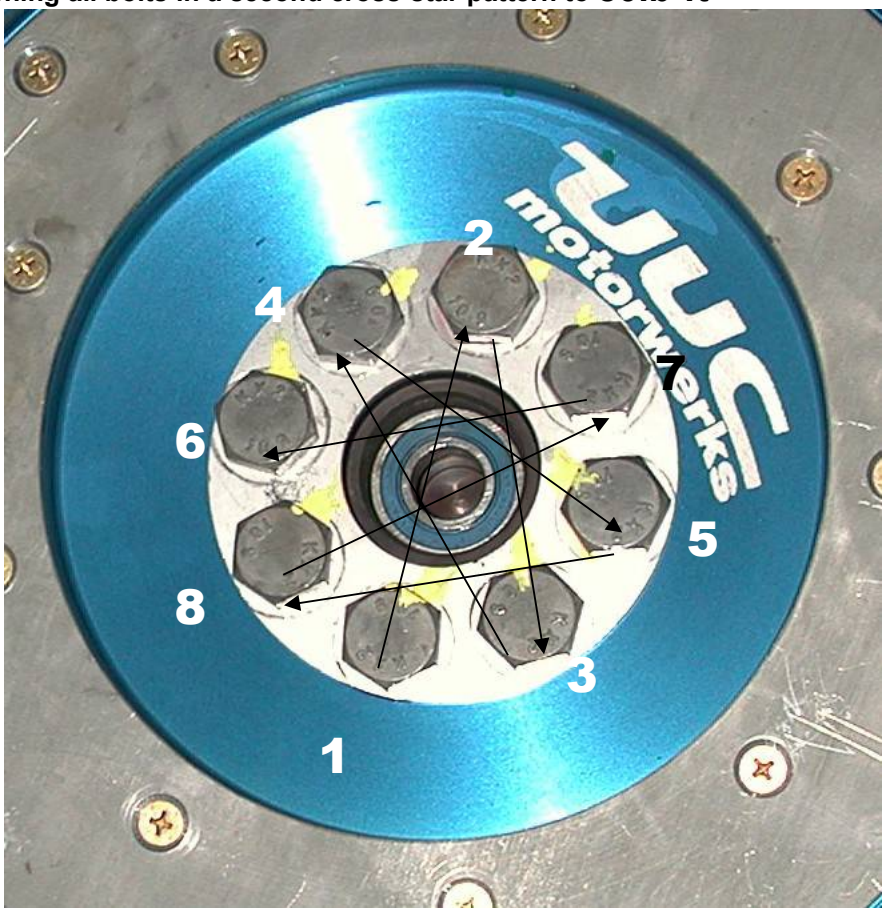
1) Install steel gall plate on clutch side of flywheel surface, crankshaft bolts go through gall plate.

2) Apply RED loc-tite to all eight bolts.

3) Make all bolts finger-tight.

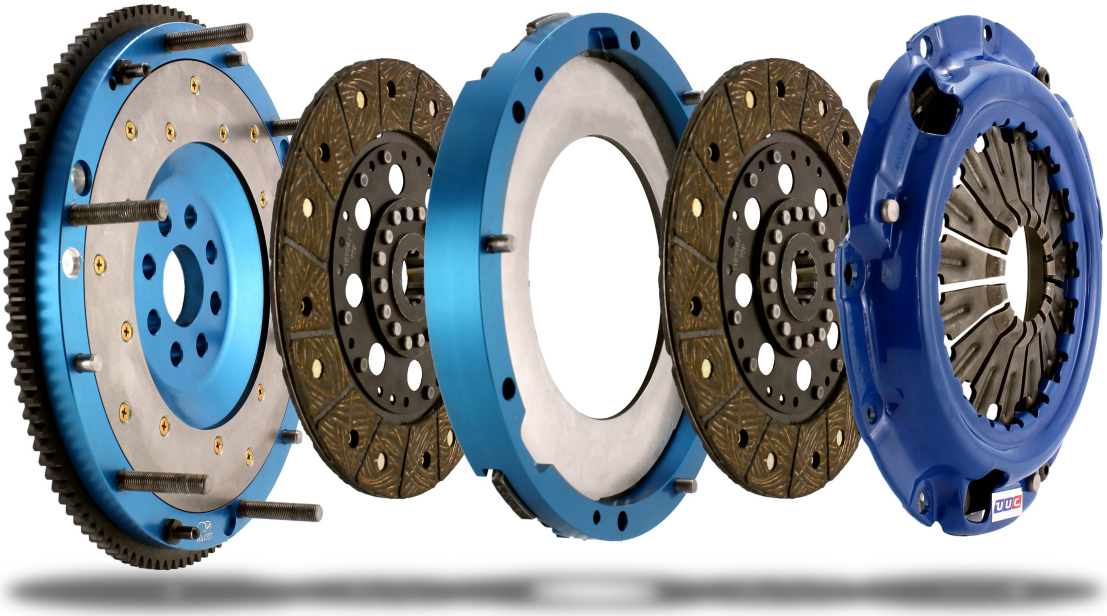
4) Tighten all bolts in a CROSS-STAR pattern as shown to 40lb-ft:

5) Complete tightening all bolts in a second cross-star pattern to 80lb-ft



It does not matter which bolt is "1" as long as the same pattern is followed.

COMPONENT ASSEMBLY ORDER:



TIGHTENING PRESSURE PLATE-TO-FLYWHEEL BOLTS

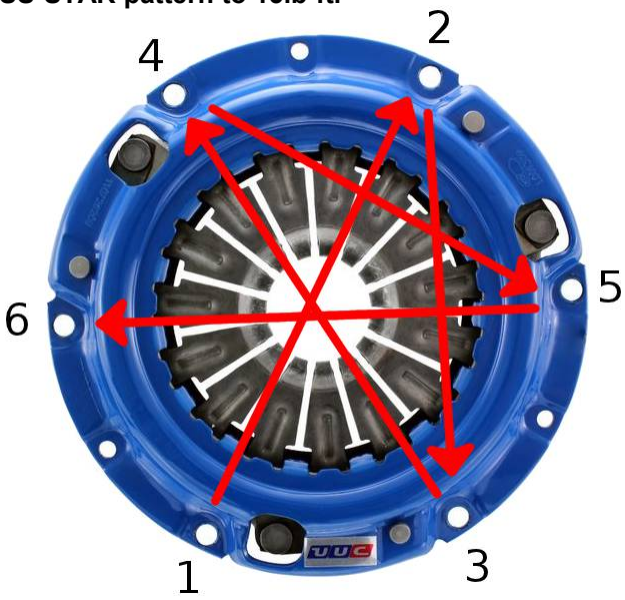
1) Install clutch disks (*note "THIS SIDE TOWARD FLYWHEEL" orientation sticker*) and intermediate plate and pressure plate on flywheel dowels as shown above.

2) Apply RED loc-tite to all bolts.

3) Make all bolts finger-tight.

4) Use alignment tool to center clutch disk.

5) Tighten all bolts in a CROSS-STAR pattern to 15lb-ft.



6) Complete tightening all bolts in a second cross-star pattern to 30lb-ft.

Complete re-installation of fork and release bearing in normal manner.

Bleed slave cylinder (it is recommended to breed brake system at the same time).

Optimal break-in is accomplished by driving the car in a normal manner, avoiding excessive clutch slippage. You do want to slip the clutch a normal amount, not rev-match each shift perfectly. Clutch break-in is a process of controlled wear, letting clutch disks and flywheel surfaces mate to each other. Depending on how you drive, this may take as little as 100 miles or as much as 500 miles... it's the number of shifts that is important, not the miles.

Some amount of smell during this initial break-in process should be expected.

Unsatisfactory operation or product damage resulting from failure to follow these standard installation points will not be considered as a defect or warranty issue.