PQ Series SFI Billet Steel Flywheel
Installation Instructions

Each Box Contains:
♦ 1 ***Flywheel***
♦ 1 ***SFI 1.1 Certification Sticker***

Step 1
Be sure to make use of latex or other gloves as a protective measure. Use a rag to remove any residual oil and/or cosmoline from the flywheel surfaces. Remove any machining burrs or debris from the threaded holes and counterbores.

Step 2
Verify that the serial # on the SFI 1.1 sticker matches the engraved SFI number on the flywheel.

Step 3
Check the transmission and engine seals to insure that they are leak free. Replace any damaged seals.

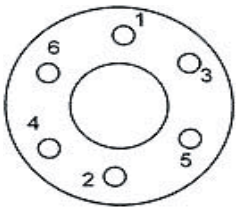
Step 4
Be sure to completely remove any rust preventive additives from both the flywheel and pressure plate.

Step 5
Clean any burrs, rust, or other deposits from the crankshaft flange and flywheel.

Step 6
Place the flywheel in the clutch housing so that the dowel pin of the crankshaft enters the flywheel and centers it.

Step 7
Cover the flywheel bolts in Loctite®.

Step 8
Torque the flywheel bolts in a crossing pattern using the manufactures specifications. Follow the torque pattern below. Do not us an impact wrench to mount the flywheel to the crankshaft. Using an impact wrench and/or failure to use the manufactures recommended torque specification may damage the flywheel and/or other components and will void the warranty.



Step 9
Place a dial indicator on the clutch housing, mounting it so the button of the indicator makes contact with the machined surface of the flywheel. Now hand - turn the crank to check for run - out. There should be no more than 0.008". If the run - out is excessive take the flywheel off and begin the process again, starting at step 4.

Starter Alignment and Shimming

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Step 1
Begin the shimming process by using a feeler gauge to measure the flywheel to starter clearance with the current setup. If you don't have a set of feeler gauges, a paper clip can be used as a cheap alternative. They are normally around 0.035" thick. Insert the measuring tool between the flywheel teeth and starter teeth. You are looking for clearance between 0.035" and 0.065". If clearance is too close, you will need to add shims where the starter mounts to the block.

Step 2
If shimming the starter is necessary, be sure that the starter mounting surface is clean by removing any excessive gunk or paint. After cleaning reinstall the starter and recheck the clearance between the starter teeth and flywheel teeth.

Step 3
After cleaning the mounting surface and rechecking the clearance, if the tooth - to - tooth clearance is still not correct, start adding one shim at a time until proper clearance is achieved. Most aftermarket starter shims are 0.015" and increase the tooth - to - tooth clearance to about 0.0075". Normally using one shim will cure the alignment problem. If more than four shims are used, there is a good chance that the mounting surface has been machined down, or it is warped. Please refer to your local machine shop for advice if you encounter this situation.

Step 4
After adding the shim or shims, recheck the clearance in several different locations, preferably at 120° apart.

Step 5
One more critical location to check is the clearance between the flywheel ring gear and starter. Normally this is not an issue, but make sure there is a 0.100" clearance with a variance of +/ - 0.040". Again check it in several locations. If there are clearance issues the flywheel may be warped, and should be returned to your dealer.