

Keep this manual

# **HYPER** MULTI PLATE CLUTCH

## Installation Manual

Part Number	Vehicle application			
	Make	Model	Engine	Input shaft
<b>GT01SD</b>	Chevy	'97-04 Corvette	LS-1, LS-6	26 teeth
<b>GT04SD</b> <b>GT04XD</b>		'05-06 Corvette	LS-2, LS-7	
<b>ET01SD</b>		Ford	'96-04 Mustang	
<b>ET02SD</b>	4.6L (6 crank bolt)			10 teeth
<b>ET03SD</b>	4.6L (8 crank bolt)			26 teeth (tremec)
<b>ET02SD</b>	Ford	'05-06 Mustang	4.6L (6 crank bolt)	10 teeth
<b>ET03XD</b>		'96-10 Mustang	4.6L (8 crank bolt)	26 teeth
<b>ET04XD</b>		2011 Mustang	5.0L(8 crank bolt)	23 teeth

Thank you for purchasing an Exedy Racing Clutch.  
Please read through this installation manual before use.  
Please keep this manual during the life of the product.

**EXEDY**  
EXEDY Corporation

REF NO. : M193  
DATE : 2013/ 8/20

## Installation manual introduction

This installation manual includes useful information to prevent problems from occurring during installation.

1. Please read through this manual before installation.
2. Installation work has to be done by a professional installer who will use the product safely.
3. Please do not use the product wrongfully nor modify the parts. In such case, we will not take any responsibility.
4. We will not accept any claim nor return as this product is used predominately for racing and specification may change without prior notice.
5. Please keep this manual following installation.

### For safety

Please note the following as these are important warnings and cautions for our customers.



#### Warning

Ignoring this warning may cause death or extreme injury.



#### Caution

Ignoring this caution may cause injury or damage.

## Caution during handling

1. Caution



As this product is heavy handle carefully when removing it from the box.

2. Caution



Do not place the product on the floor directly as this may cause rust to appear on the product.

3. Caution



Do not throw or drop the product as it is a precision part.

## Caution during installation

1. Warning



Use a licensed installer as the transmission unit is to be taken out of the vehicle.

2. Warning



Install the product according to the maintenance manual of the vehicle and this installation manual.

3. Warning



Do not apply this product to vehicles other than those specified by EXEDY.

4. Warning



Do not modify this product unless instructed to in this manual.

5. Warning



If a failure such as abnormal noise, vibration, odor or disengagement problem occurs during driving, stop the vehicle immediately and have a licensed garage inspect the vehicle.

## Installation procedure

- Loosen the clutch cover to flywheel bolt and disassemble the kit.  
(See attached photo #A1)



### Caution

Do not loosen the bolt which fastens the intermediate plate To the adapter ring. If this bolt is loosened by accident, tighten once again using Locktight No272 to 6.6 – 10.3 Lb-ft (9.0 – 14.0 Nm). (See attached photo #A2)

- Use the specified bolt (Flywheel installation bolt) and fix the flywheel to the crankshaft according to the maintenance manual issued by the vehicle manufacturer.  
Tighten the crank bolt diagonally with equal force applying torque as specified by the vehicle manufacturer.

Part Number	Vehicle	Specified torque
<b>GT01SD GT04SD GT04XD</b>	<b>Corvette</b>	<b>73 Lb-ft (99 Nm)</b>
<b>ET01SD ET03SD ET03XD ET04XD</b>	<b>Mustang</b>	<b>63 Lb-ft (85 Nm)</b>
<b>ET02SD</b>		<b>59 Lb-ft (80 Nm)</b>

### 3. Assembly

<Order of assembly> Twin plate

Flywheel -> Flywheel Disc -> Intermediate Plate / Pressure Plate Side  
Disc-> Clutch cover Assy.

#### Order of assembly

The clutch cover, intermediate plate set and flywheel should be assembled in a manner which allows the painted balance mark to be aligned.



### Caution

If the marking is not met, it will cause unbalance, noise and vibration problems.



### Caution

Be careful of the direction/location of the discs.  
Discs should be facing the same direction.



### Caution

Apply grease specified by the vehicle manufacturer to the spline hub then insert the shaft and wipe away any grease that is forced out.

- Set up the center bar to the pilot at engine side, center each disc and align the teeth. Tighten the clutch cover bolt.  
The genuine main drive shaft is recommended for this process.



### Caution

If the clutch plate centers are not aligned, it will be difficult to assemble the T/M and it will cause damage to the discs.

### **Specified torque of clutch cover to flywheel bolt**

<b>Part Number</b>	<b>Vehicle</b>	<b>Specified torque</b>
<b>GT01SD GT04SD</b>	<b>Corvette</b>	<b>16.8-24.4 Lb-ft (23-33 Nm)</b>
<b>GT04XD</b>	<b>Corvette</b>	<b>21.4-25.8 Lb-ft (29-35 Nm)</b>
<b>ET01SD ET02SD ET03SD ET03XD ET04XD</b>	<b>Mustang</b>	<b>16.8-24.4 Lb-ft (23-33 Nm)</b>

\* Unequal bolt tightening will cause disengagement problems and judder/shudder.

- Confirm that lever height is equal after tightening. If it is not equal, then restart from procedure 3.
- Replace the T/M.  
Purchase a new release bearing and apply grease to sliding surface.  
Follow the maintenance manual issued by the vehicle manufacturer.



### Caution

Do not hit the spline teeth with the edge of the main drive shaft. It will cause disengagement problems or damage to the clutch disc.

- Stroking adjustment  
After installing of this kit, the pedal position (engagement or disengagement point) may change.  
Adjust the pedal according to the maintenance manual issued by the vehicle manufacturer.

## Caution during operation

1.  **Caution**  
After installation, drive carefully and gently for approx. 400 miles (640 km). If the clutch is used in a condition where the friction surface is not contacting fully with the mating surface; It will cause burning, judder/shudder or short life.
2.  **Caution**  
It is recommended to re-adjust the pedal stroke after the break in period. Due to the nature of metal facing material, half engaged clutch operation will also be affected after break in period but this is a normal symptom.
3. In the early stage, it is not abnormal if subtle noise and chattering occurs. This is due to the characteristics of metal facings.
4.  **Warning**  
Do not change any release control function of the vehicle. (The clutch is used under normal condition.)
5.  **Warning**  
This clutch system is specially designed for racing purposes, therefore pedal effort is slightly heavier and start operation is more difficult than standard manual clutch products. Avoid using if you are not completely confident with your driving technique and physical strength.



**Caution**

The life of a metal clutch may be adversely affected by driving technique and driving conditions.

<Advice>

Record the new release fork position and confirm its variation.

Facing wear amount can then be foreseeable. Preventative maintenance before the discs are worn out is a key factor to maintain steady performance.

**Maximum facing wear**

<b>Part Number</b>	<b>Vehicle</b>	<b>Facing thickness</b>
<b>GT01SD GT04SD</b>	<b>Corvette</b>	0.106 inch (2.7 mm) (at new 0.142 inch (3.6 mm))
<b>GT04XD</b>	<b>Corvette</b>	0.183 inch (4.6 mm) (at new 0.217 inch (5.5 mm))
<b>ET01SD ET02SD ET03SD</b>	<b>Mustang</b>	0.106 inch (2.7 mm) (at new 0.142 inch (3.6 mm))
<b>ET03XD ET04XD</b>	<b>Mustang</b>	0.183 inch (4.6 mm) (at new 0.217 inch (5.5 mm))

7. **Warning**



Caution: If the clutch is used in the half engaged position for extended periods of time, the clutch set will generate high temperatures. This high heat creates expansion or deformation which causes disengagement problems temporarily or permanently. If this occurs stop driving and allow the clutch to cool down. For maximum friction surface temperatures see over.

8. **Warning**



Do not machine any part of this product, otherwise the strength of each part will be reduced and may fail prematurely.

9. **Warning**



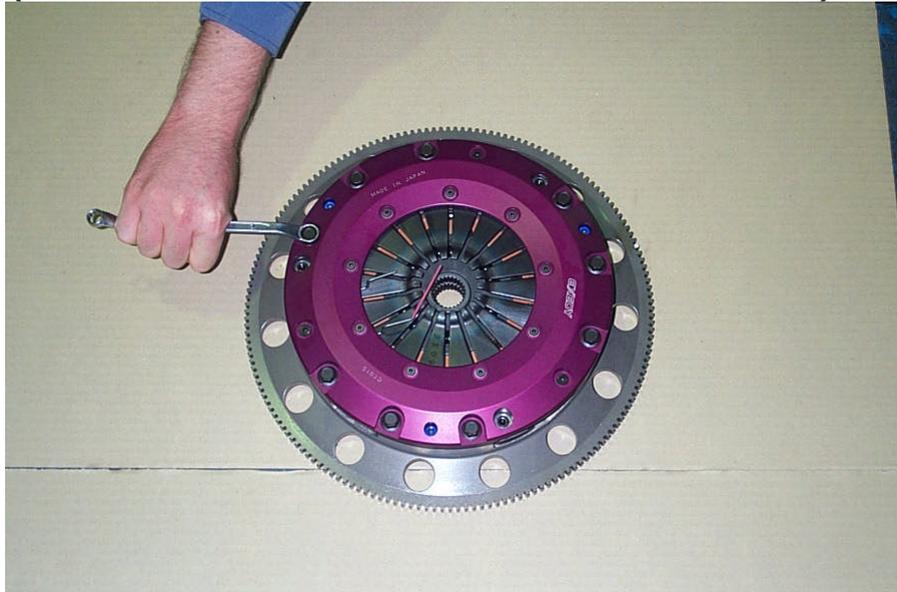
The bolts have to be tightened at the specified torque. The mating surfaces should be cleaned, wiped with a clean towel to remove any foreign waste they may affect the performance of the clutch.

10. **Warning**

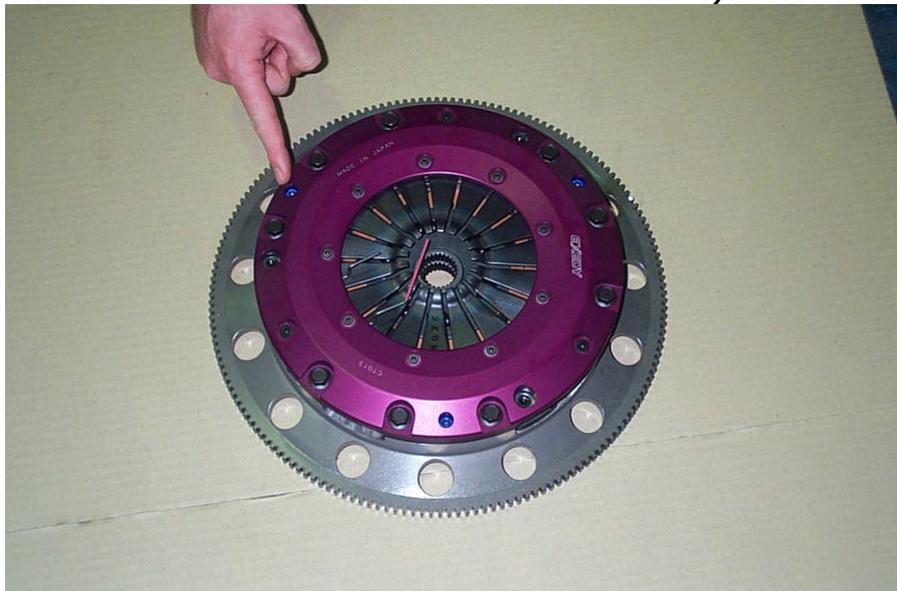


The bolts are the very important parts. Use either genuine parts or the bolts included as auxiliary parts in the box. Do not reuse the old bolts after un-tightening.

(Ref #A1) (PRESSURE PLATE COVER TO FLYWHEEL BOLTS)



(Ref #A2) (NEVER LOOSEN THE INDICATED CAP SCREW)



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