



M-7560-A302 / A302N / C302 / C302N 10.5" Clutch Kit
M-7560-T46 / C46 / D46 11" Clutch Kit
M-7563-A302 / B302 / C302 / D302 Pressure Plate
M-7060-C46 / D46 11" Clutch Upgrade Kit
INSTALLATION TIPS

NO PART OF THIS DOCUMENT MAY BE REPRODUCED WITHOUT PRIOR AGREEMENT AND WRITTEN PERMISSION OF
FORD RACING PERFORMANCE PARTS

Please contact the Tech Line for the most current instruction information (800) 367-3788

!!! PLEASE READ THE FOLLOWING INSTRUCTIONS CAREFULLY PRIOR TO INSTALLATION !!!

NOTE: FORD RACING CLUTCH KITS HAVE NO WARRANTY AND ARE SOLD "AS IS."

INSTALLATION TIPS FOR CLUTCH KITS:

After examining a group of failed clutches sent in for inspection, with a claim of "defective," we have repeatedly found incorrect installation to be the most common cause of the failure. We recommend the following procedures be strictly adhered to:

- A new flywheel should be used. This will eliminate problems caused by improper machining, which could lead to chatter, vibrations, or rapid wear due to incorrect surface texture.
- A new roller pilot bearing, FRPP # M-7600-A (5.0L) or FRPP #M-7600-B (4.6L), should be used. This bearing comes pre-lubricated. DO NOT ADD EXTRA GREASE. An excessive amount of grease can leak out onto the clutch disc and contaminate the friction material. When contaminated, the disc will slip, chatter and glaze.
- The throw-out bearing supplied in the kit, must be used. It is a self-centering design. The use of aftermarket replacements may result in a loud squealing noise. The input bearing retainer should be closely inspected for grooves and ridges. The smooth operation of the release bearing depends on a smooth front bearing retainer. Replace any bearing retainer showing signs of wear. You will need an input bearing retainer shim kit, part number E3ZZ-7L172-A, for proper installation. A minimal amount of grease is required for the release bearing. Excessive grease will contaminate the friction surface of the clutch disc, causing premature failure. A dry film graphite lube may also be used.
- Cleanliness is the most important part of successfully installing a clutch kit. The parts are manufactured and shipped with rust inhibitors on them. This must be removed before installation. Clean the flywheel, clutch disc, and pressure plate with **BRAKE CLEAN**. Do not use carb cleaner or other solvents, as these are petroleum-based products and will leave behind an oily residue. Failure to completely remove all oil, fingerprints, and any other residues will ultimately cause clutch failure.
- The use of NEW pressure plate bolts and dowels is recommended to minimize the possibility of clutch "chatter."
-For 10.5" clutch disc applications, these are available in a kit as FRPP # M-6397-A302.
-For 11.0" clutch disc applications, these are available in a kit as FRPP # M-6397-A46.
- **For a 5.0L/5.8L based engine**, the flywheel to crankshaft bolts (FRPP # M-4216-A210) must be hand-torqued to 75-85 ft. lbs. Use of an impact gun can cause crankshaft damage. Damage of this type can cause the rear main seal to leak. Loctite thread lock should be used to keep the bolts tight and seal the threads from leaking oil past the threads and onto the clutch.
- **For a 4.6L/5.4L based engine**, the flywheel to crankshaft bolts (FRPP # M-4216-B) must be hand-torqued to 54-64 ft. lbs. Use of an impact gun can cause crankshaft damage. Damage of this type can cause the rear main seal to leak. Loctite thread lock should be used to keep the bolts tight and seal the threads from leaking oil past the threads and onto the clutch.

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Factory Ford shop manuals are available from Helm Publications, 1-800-782-4356



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- To properly locate the clutch disc, you should use a clutch alignment tool to center the disc on the pressure plate. Failure to follow this recommendation can result in a damaged clutch disc when installing the transmission.
- The pressure plate bolts must be torqued to 12-24 ft. lbs. evenly. Each bolt should be tightened one turn at a time in a circular direction. DO NOT completely tighten one bolt at a time, as this can cause distortion to the pressure plate, which will result in uneven pressure on the clutch disc. Be sure to use the alignment dowels supplied with the flywheel, part number D1FZ-6397-B. Pressure plate bolts are part number N602549-S51M. NOTE: These bolts are metric thread.
- Make certain that flywheel housing and cylinder block mounting surfaces are clean and that dowels are in good condition. Bent, damaged or missing dowels must be replaced.
- Inspect the clutch fork; check for grooves in the ball socket, cable socket, and the throw out bearing contact surface. Replace as necessary. Also, inspect the pivot ball for excessive wear.
- Reinstall the clutch cable assembly by lifting the clutch pedal to disengage the pawl and quadrant automatic adjustment system. Push the quadrant forward and hook the end of the cable over quadrant. Cycle the clutch several times to adjust the cable. Check the cable for stretch. Be sure the quadrant is not out of adjustment. We also recommend the use of the Ford Racing Adjustable Clutch Cable Kit, FRPP # M-7553-B302 (1985-95) or FRPP # M-7553-D302 (1996-04), as an upgrade for fully adjustable clutch pedal to match your driving habits.
- NOTE: Use only Dexron IIE / III or Mercon transmission fluid in your T-5 transmission.

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