

# Xceed Clutch Gap Tool

## Instruction Manual



### Preparation

- Make sure that your **clutch** is **mounted** on your engine
- For easier handling **remove the engine from the car**
- **Remove one radial bearing** (the big one) and the spacer from the clutch bell so that the bell has direct contact to the clutch shoe
- Reassemble everything and start the measurement

### The Measurement

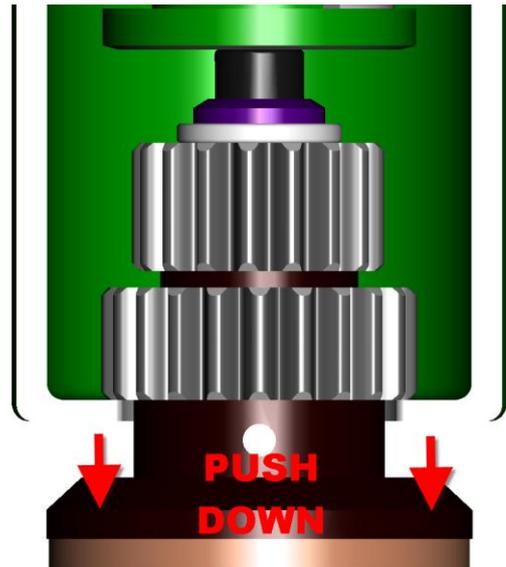
- Place the tool on your clutch. The “arm” fits between pinion and bell. The tip will push on the screw of the thrust bearing  
**NOTE:** The tool will sit pretty tight on your clutch. This is necessary because the **spring** of the tool **pulls up** the clutch assembly **towards the thrust bearing!**
  - **Switch on** the digital indicator and push the **ZERO** button
  - Your tool is now adjusted to zero
- From both sides grab with your middle and ring fingers on the **clutch bell** and **pull it towards the clutch shoe**. **Avoid tilting** and make the bell sit on the shoe as straight as possible
  - The number you see on the digital indicator is the dimension of the actual gap

### Adjusting the clutch gap

- If your **clutch gap** is **too big**, you have to use shims to reduce it. Write down your measured clutch gap and subtract the dimension of your required clutch gap
  - The result of your subtraction is the size of shims you will have to add to adjust the gap
  - Either **add shims below the cone** of the fly wheel **or above the thrust bearing**  
**NOTE:** Try to use as less shims as possible above the thrust bearing! The more shims you use there, the more imprecise your clutch will work. **Prefer shimming below the cone!**



- If your **clutch gap** is **too small**, you have to remove shims to increase it. Write down your measured clutch gap and subtract the dimension of your required clutch gap
  - The result of your subtraction is the size of **shims** you will have to **remove** from your clutch above the thrust bearing or underneath the cone
  - If there are no more shims to take out, try a different fly wheel cone which causes the fly wheel to sit closer to the engine
- If the factual clutch gap play is equally to the required clutch gap, the measurement is finished
- Add the radial bearing and the spacer that you took out before the measurement and tighten the screw of the thrust bearing



### Checking the “final” clutch play

- To make the clutch lasting and steady for a long time, the final clutch play completely assembled should be between 0.1 and 0.2 millimeter
- Go along the steps like “Checking the clutch gap” with following distinction:
  - If the clutch play is too big, add shims onto the crankshaft below the (big) radial bearing inside the clutch bell until you accomplish the final clutch play of 0.1 to 0.2 millimeter

### Afterwards

- Don't forget to give a drip of oil on the radial clutch bearings and to grease the thrust bearing
- Now you can install the engine in the car

**Congratulation! Your Clutch is set up now and ready for use! For further information look at**

[www.xceedrc.com](http://www.xceedrc.com)

