

Tech Note 071

Self-Adjusting Clutch (SAC) installation

Ref: TN071

Issue date: May 2014

Issue number: 2

EXEDY SAC TOOL BOX - Contents

1. Clamping tools (3 & 4 point clamping tool pieces)
2. Clutch compression strut
3. BMW clutch alignment tools (15/23mm, 15/28mm & 15/34mm sizes)
4. Clutch resetting tool
5. Clamping tool handles (x2)
6. Additional clutch alignment tools (x3). Blue (19.75mm), Pink (20.75mm) & Black (stepped 19/15/14mm)
7. Knurled nuts (x4) for use with threaded bolts
8. 5 sets of 4 threaded bolts (M6x1.00, M8x1.25, M7x1.00, M8x1.25 & M6x1.00)

Scan the QR code to view the
SAC installation video.



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Installing a 6 Bolt Self-Adjusting Clutch (SAC).

Note: Vehicles using an 8 bolt clutch pressure plate will require use of the 4 point clamping tool piece.

1. Ensure the flywheel has been machined before fitment of the new clutch. In the case of a Dual Mass Flywheel, EXEDY recommends that the flywheel be replaced.
2. Locate the new clutch driven plate onto the flywheel using the appropriate aligning tool (see pics 1 & 2) as supplied in the EXEDY SAC TOOL BOX.
3. Place the pressure plate onto the flywheel ensuring the dowel holes are correctly in line with the dowels on the flywheel (see pic 3).



Pic 1 (locating the aligning tool)



Pic 2 (driven plate over aligning tool)



Pic 3 (pressure plate aligned with dowels)

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4. Fasten the 3 appropriately threaded bolts into every second pressure plate bolt hole (equally spaced) of the flywheel until finger tight (see pic 4).



Pic 4 (fix threaded bolts until finger tight)

5. Screw the clutch compression strut all the way into the appropriate clamping tool (3 point for a 6 bolt cover, 4 point for an 8 bolt cover) and attach the handles to the strut. Place the clamping tool over the pressure plate ensuring the threaded bolts are located inside the openings of the clamping tool piece (see pic 5).



Pic 5 (clamping tool placed over assembly)

6. Secure the clamping tool by screwing the 3 knurled nuts onto the threaded bolts until they apply slight pressure onto the clamping tool (see pic 6).



Pic 6 (secure clamping tool by using knurled nuts)

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7. Rotate the compression strut in a clockwise direction (see pic 7) until the pressure plate housing comes into contact with the flywheel.

Caution: Do not rotate the compression strut past the point where the housing contacts the flywheel.

8. Screw in and tighten pressure plate to flywheel bolts into the 3 remaining bolt holes in the flywheel (see pic 8).

9. Release the clamping tool by rotating the compression strut in an anti-clockwise direction (see pic 9) then undo the knurled nuts and remove the clamping tool.

10. Remove the threaded bolts and aligning tool from the flywheel.

11. Screw in the remaining pressure plate to flywheel bolts ensuring all bolts are tightened to the vehicle manufacturers specified torque settings.



Pic 7 (rotate strut in clockwise direction)



Pic 8 (screw in cover to flywheel bolts)



Pic 9 (rotate strut anti-clockwise to remove tool)