



Twin Disc Installation Guidelines

Please refer to manufacturer specifications for all torque procedures

Take note of disc/floater orientation when assembling

Discs should be marked 'flywheel side' and 'pressure plate side'

If there is a "torque disc" included, be sure to install it between the bolts and flywheel. This is NOT a shim and should NOT be placed between the flywheel and crankshaft.

Be sure to THOROUGHLY clean the surface of your crankshaft as well as the threads. We recommend using a wire brush or Scotch-Brite pad

Clean all flywheel bolts of any old Loctite or debris

Vision One Racing highly recommends investing in a Diamond Claw® Crank Lock before installation

If using ARP flywheel bolts (highly recommended) – Lubricate ONLY under-head area of the bolt with ARP Ultra-Torque Lubricant. This assures proper lubricity between the bolt head and flywheel

After all threads are clean, apply only a SMALL amount of red Loctite to the internal **crankshaft** threads. Doing this will assure that any excess Loctite is pushed into the threads rather than leaking out between the flywheel and crankshaft.

A pedal stop is highly recommended on twin disc clutches to prevent over-throwing the pressure plate

Additionally, it is also recommended to bypass the lower clutch switch so that the vehicle can be started (in neutral of course) with the clutch disengaged.

This will drastically minimize unwanted stress of the crankshaft thrust bearing

Allow 50-150 miles of moderate driving for clutch to break in – this is solely dependent on how often the clutch is actually being used. Highway driving will not aid break-in.

Do NOT force transmission into place or let hang on clutch discs – This can damage the discs and void any manufacturer warranty

Thank you for your support!

Any questions can be directed toward VisionOneRacing@gmail.com

We will respond as soon as possible