



# ADJUSTMENT INSTRUCTIONS FOR SPECIALTY CLUTCH ASSEMBLIES

## FASTENERS (Torque, Specs) Multi-Disc

Pressure Plate Nuts - 58 to 60 ft. lbs.

Flywheel Bolts 7/16" diameter - 70 ft. lbs

1/2" diameter - 80 to 90 ft. lbs

## SET UP SHIMS

Set up shims are designed to maintain the installed height of the aluminum billet. This dimension is provided on flip side of this instruction sheet. Shims are available in .015", .030", .050" thickness.

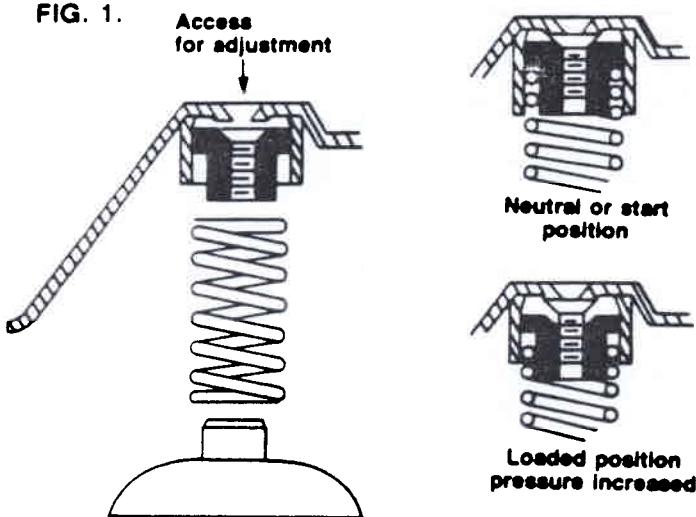
**NOTE:** The spacer blocks are included in factory units and should be kept for servicing of unit. (installation of cover with blocks installed is recommended).

It is highly recommended that spacer blocks be used between the levers and the cover when removing the pressure plate.

## STATIC ADJUSTERS

### Hays "Static Adjuster"

FIG. 1.



When located between the spring and cover as shown, this device varies spring pressure to the pressure plate by simple adjustment of the screw.

Static adjusters are installed in the unit to increase static pressure from the factory setting.

To increase static pressure turn the adjuster COUNTER-clockwise, turning it slowly until it is in the "loaded" position. (The adjusters for multiple disc clutch assemblies are in neutral position when factory assembled.) unless specified otherwise. One full turn will increase tension on spring approximately 20 lbs. For example: a unit with 500 lbs. static pressure will increase to 620 lbs. with one full turn on six springs.

**CAUTION:** Maximum increase on adjuster is three full turns. If this limit is exceeded the spring coil will bind. The adjuster will strike billet upon disengagement or adjuster threads will back out of the adjuster body.

The Adjuster should be kept clean, free from clutch particles of (sintered iron), dust, etc. and lubricated with a good grade heat resistant lubricant.

In the event that three full turns do not give enough static pressure contact factory - springs of higher ratings are available.

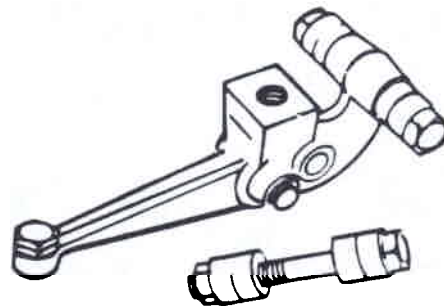
## EDUCATOR CENTRIFUGAL CLUTCH LEVER

(Static Pressure = launch or initial movement)

To control initial movement or launch.

For example, a higher static pressure will give you a harder initial movement.

FIG. 2



## EDUCATOR LEVER

(Adj. counter weight lever)

Hays specialty clutch equipped competition cars depend on programmed clutch slippage to control "off-the-line" power output to a useable level; this means the clutch unit is pre-set to provide an amount of spring-pressure that will not allow full engagement - without manipulation of the clutch pedal by the driver. The function of increased centrifugal weight is providing additional pressure through the clutch lever to the pressure plate - increasing steadily with rotational speed - and bringing mid-range and top-end engagement up to maximum. Add counter weights and the clutch hooks up sooner. Subtract counter-weights and the clutch slips longer.

Counter weight change should be made equally on all levers.

## KITS (Counter-weight)

Counter weights are available in aluminum and steel. Aluminum is used for finer adjustments. Units are complete with an assortment of counter-weights. Removal or addition of counter weights is up to the purchaser's discretion with varying traction conditions.

## MAINTENANCE OF UNIT

We recommend that the unit be inspected and serviced at regular intervals. The thrust shims should be inspected and/or replaced at regular intervals, also.

Shims and counter-weight kits are available from the factory.

The minimum useable thickness of the disc cannot be less than .290".

Floaters should be changed when warped or when locating tabs and elongated. Heat shields should be changed when glazed.