

225 MOD-TWIN FOR SUBARU WRX



OPTIONS	TORQUE CAPACITY (FT-LB/Nm)	
	HD - HEAVY DUTY	XT - XTREME
STREET - ORGANIC	625 / 845	710 / 960
RACE - CERAMIC	800 / 1085	910 / 1230

Thank you for purchasing this ACT product. ACT has a long racing heritage supporting countless racers and series champions in many forms of racing. Now you can let ACT's experience and expertise give you the same winning results. The ongoing challenge to win puts a constant demand for improved and higher performance ACT products. Constant challenges and continual improvement are driving forces at ACT. Since our products are racing bred and performance-oriented, some trade-offs may be expected. If for any reason ACT does not meet your challenges or expectations, let us know so we can continue to improve our products. Consult our product guide, website or contact us directly if you have any questions, comments, or concerns.

Special Features & Benefits:

This kit is designed to replace the factory flywheel and single disc clutch with a modular twin disc clutch and flywheel dramatically increasing torque capacity, durability, and clutch performance. The MOD-TWIN is fully compatible with the factory release bearing system and requires no special modifications. Components can be purchased separately if application needs change or rebuilding is necessary. All MOD-TWIN clutches are certified as meeting or exceeding SFI Specification 1.2 racing standards.

A complete list of technical bulletins can be found at www.advancedclutch.com

WARNING: Failure to follow the vehicle manufacturer's installation procedures and specifications as the primary source of information and ACT's installation instructions as a secondary source may lead to serious injury, death or clutch failure. Installation should only be performed by an experienced knowledgeable mechanic.

BEFORE GETTING STARTED

1. Confirm the clutch kit and flywheel components are as ordered and no parts are missing from the kit. The component list is on the kit label.
2. Locate and review the yellow ACT General Installation Instructions. These should be used by the installation technician and saved for future reference.
3. Refer to the vehicle specific repair manual for a list of procedures, specifications and tools needed for your vehicle.
4. A detailed vehicle installation video for this application can be found at www.youtube.com/user/TheACTClutch.

STEP BY STEP INSTRUCTIONS

1. After removing the parts from the packaging, unbolt the clutch assembly from the flywheel by loosening and removing the 9 pressure plate bolts. To separate the clutch from the flywheel, carefully lift the complete clutch assembly from the flywheel by the bottom friction plate and place them upside-down (posts facing up) on a flat surface such as a work bench.

WARNING: Be careful when handling the floater plate. If the centering springs on the floater become damaged from mishandling the components, the clutch will not work properly.

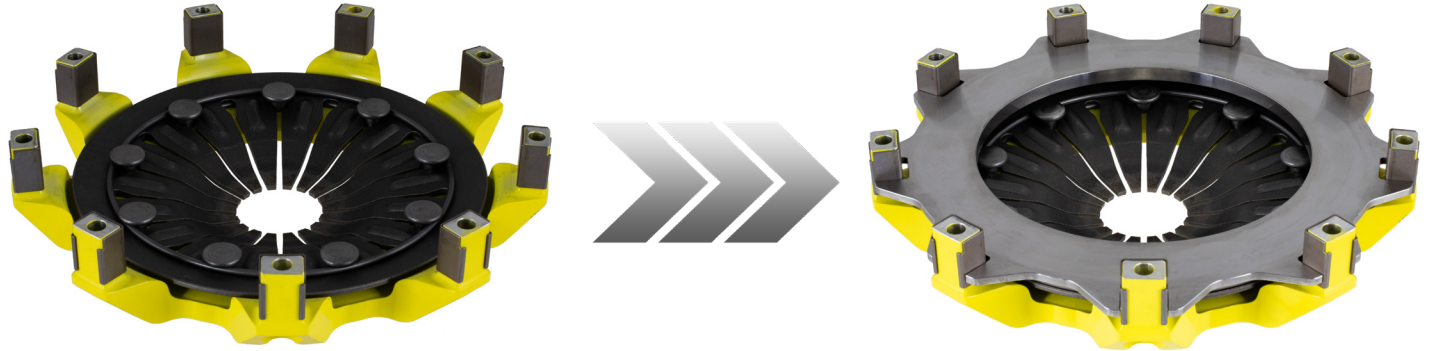
WARNING: If the wear plates are removed and re-installed onto the posts, be sure the open side is on the outside and the notched ends face the flywheel.

2. You are encouraged to take the clutch apart to inspect and become familiar with each component. An exploded view can be found on page 6. Please note the markings on the friction plates and the Monodrive hub assembly that indicate the direction they are to be oriented in.
3. Wash the flywheel, floater, and pressure plate face with acetone or brake cleaner to remove all oils before installation. Oils will damage the friction material and affect the performance of the system. Also wash the flywheel and crankshaft mating surfaces.
4. Ensure the crank mounting surface is clean and free of burrs and debris. If in doubt, run a stone over the surface to be sure all debris is removed. Place the flywheel on the crankshaft and line up the bolt holes with the crankshaft. Apply thread locking compound to the flywheel bolt threads. Install the flywheel bolts. Tighten the bolts in a star pattern to the factory recommended torque specification. Your engine builder may recommend aftermarket bolts and a higher torque specification.
5. Remove the Monodrive hub from the clutch assembly to confirm fitment on the clutch splines. Apply a small amount of the supplied lubricant to the clutch splines of the input shaft and use the hub to distribute the grease into the splines. Wipe off any excess grease from the hub and shaft.
6. With the pressure plate assembly upside-down (posts facing up), carefully reassemble the clutch in the order shown in the illustration:



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A Slide the clutch face with the pivot side toward the diaphragm spring and the flat side facing up.



B Install the first friction plate with “TRANS SIDE” facing down toward the diaphragm spring. Note: Discs are identical.



C Engage the drive gear of the Monodrive hub into the friction plate with “TRANS SIDE” facing down.



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- D** Slide the floater plate in place over the wear plates.



- E** Line up the second friction plate onto the drive gear with "TRANS SIDE" facing down.



7. Prepare the clutch bolts (with washers) with a small amount of medium strength thread locking compound and have them within reach of the installed flywheel or get some assistance. Being careful to hold the complete clutch assembly firmly together, place the assembly onto the flywheel and start the clutch bolts into the flywheel threads. It may be necessary to slightly compress the assembly to get the bolts started. Do not tighten the bolts.
8. With the clutch supported by the bolts, slide the alignment tool in place so it engages the splines and pilot area. Make sure the friction plates did not shift from the Monodrive hub during assembly. Align the clutch disc and Monodrive hub assembly as best as possible so the tool has the freest movement, then begin to tighten the bolts in a star pattern so the diaphragm spring will evenly compress. Torque the pressure plate bolts to 25 FT-LB / 34 Nm.

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ADDITIONAL NOTES & WARNINGS

Attention:

These instructions are meant as a supplement to the factory clutch installation processes and are not intended as complete installation instructions.

Gear noise:

Due to the performance nature of the ACT flywheel and clutch, increased gear noise may occur.

Flywheel resurfacing:

When needed, all ACT flywheels can be resurfaced by a qualified automotive machine shop. Be sure the surface is flat all the way out to the pressure plate locating diameter, but without damaging the locating register. A small undercut at the outer edge is provided to help facilitate resurfacing.

Break-in:

Break-in procedure is 200-300 miles / 320-500 km of conservative street driving and avoiding hard launches. For racing purposes, break-in period for ACT puck type Race Discs can be accelerated by performing several hard slips in high gear. Allow the clutch to cool for about 10 minutes between these slips to prevent overheating. The purpose is to lap the surfaces together under controlled load until there is complete surface contact and full torque capacity is achieved. Warning: This is not a preferred break-in method. As with any accelerated technique, damage may result unless performed correctly with a skilled operator.

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Pressure Plate Assembly - Push Type:

Level 1 Heavy Duty	Level 2 Xtreme
TD073R	TD074R



871061 - Hardened Wear Plates (9)



Pressure Plate Face:

Level 1 Heavy Duty	Level 2 Xtreme
822376	822377



Friction Plate (2):

Organic Street	6 Pad Ceramic
78532250	78562250



630005 - Floater Plate



Centering Springs

Included with 630005



Monodrive Hub:

Sprung	Rigid
7830218	7840018



601210 - XACT Streetlite Flywheel

