Installation Instructions

Please follow the OEM recommendations for the installation of your new flywheel with the following notes:

Fitting Flywheel to Crankshaft:

Before fitting flywheel to crank, ensure both the surfaces are free of dirt, debris, or burrs which might cause the flywheel from seating improperly on the crankshaft register or “boss.” Once this is done, dry fit the flywheel to the crankshaft register to check fitment before attaching bolts.

Installing Flywheel:

Once proper fitting is achieved, you can install the flywheel. New bolts are recommended when installing a new flywheel. The use of locking washers is not recommended. A flat, Belleville or wave washer may be used.

Locking compound such as: Loctite #262 should be used on the threads of the bolts only. Be sure the locking compound does not come between the crankshaft face and mating surface of the flywheel.

Torque bolts in a crossing pattern at 55 ft lbs, 65 ft lbs, and then 75 ft lbs to make sure an even torque has been reached.

Do Not use an impact wrench to attach flywheel to crankshaft.

Failure to properly torque flywheel bolts may damage flywheel and crankshaft.

Run Out Inspection:

After the flywheel has been torqued to spec, check run out of the flywheel at the crankshaft flange for a maximum run out of .004” and at the outer diameter for a maximum run out of .010”.

If run out is above tolerances, disassemble and inspect for burrs or debris that could cause excessive run out.

G Force Recommends:

All flywheel disc and cover assemblies be balanced as a set for all high RPM applications. And the use of a scatter shield for the clutch and flywheel is a must in all performance applications.

Warning

Auto racing is a hazardous sport and NO warranty is made or implied regarding any racing product sold by G Force Performance to protect users from injury or death. User assumes all risks.