



Instruction Sheet for JBR *ULTRA-LITE* Flywheel/Clutch/TOB - (Audi)

Please read this instruction sheet in its entirety before starting this process.

1. Remove the stock flywheel and clutch from the engine.
2. Now might be a good time to check and/or change the rear crank seal.
3. Remove the stock TOB and bobbin from the stock clutch arm.
4. With a small screwdriver, remove the clips that hold the TOB to the plastic hub.
5. Save the plastic hub as it will be re-used. Discard the stock TOB and the clips.
6. There are no modifications required to the plastic hub. (must be cleaned)
7. Install the new TOB and spacer supplied onto the stock plastic hub.
A press works well or you can press the two parts together in a vise.
If you use a vise, remember to use soft jaws.

NOTE: The new TOB supplied is a special TOB for use with this clutch only.
Do not use the stock TOB with this clutch. Damage to the clutch
and/or the engine will occur.

8. Install the new assembly onto the stock clutch arm.
9. Make sure the crankshaft and flywheel mating surfaces are clean.
10. Install your new *ULTRA-LITE* flywheel.
11. Install the hardened bolt ring between the flywheel and the head of the bolts.
This acts like one big hardened washer for the crankshaft bolts.
12. The flywheel will fit snugly over the crankshaft hub and will have to be pulled on
with the bolts. Make sure to pull it on evenly. (DO NOT TORQUE BOLTS NOW)
13. Remove all the bolts used to pull the flywheel on and the bolt ring.

(continued on page 2)

11/2009

Loctite Procedure for Crankshaft Bolts

1. It is important that you do not allow the loctite to get between the crankshaft flange and the flywheel.
2. Place a small amount of loctite on a small screwdriver blade tip and place the loctite on the threads in the crankshaft flange. Do this in all eight holes.

NOTE. If you apply the loctite directly to the bolt threads and then insert the bolts, you will shear some of the loctite from the threads and it will go between the flywheel and crankshaft surface.

3. Place a small amount of moly lube under the head of the bolts. We use, and recommend, Loctite brand Heavy Duty Anti-Seize, Part No. 51609.
4. Install the bolt ring and the bolts. Snug the bolts.
5. Tighten the flywheel bolts using the factory sequence and torque specifications.
6. Wipe clean any excess moly lube from around the bolts. If not cleaned, the excess moly lube will sling from the bolts and will get into the clutch surface causing slippage and premature wear.
7. Apply a drop of oil to the threads of the clutch cover mounting bolts.
8. Torque the clutch cover bolts to 16-18 Ft. Lbs. DO NOT OVERTIGHTEN

IMPORTANT NOTE

Pedal Stop

Installation and use of a properly adjusted pedal stop is mandatory when using this clutch. The maximum release travel at the clutch fingers is .275", therefore it is essential that this dimension is controlled with a pedal stop to prevent over travel & binding. Over travel of the clutch unit will cause damage to the clutch and can cause premature wear of the engine thrust bearings.

Thanks for choosing this JBR *ULTRA-LITE* Flywheel and Clutch System