



# JHM B6/B7 S4/RS4 clutches and flywheels

## IMPORTANT:

**You must clean all oil off of the bolts for the clutch pressure plate and flywheel with brake cleaner or soap and water. Also you MUST use Red Loctite on these threads as well. Lastly, make sure you torque all bolts properly as detailed below or you may damage the clutch or flywheel and/or cause premature failure.**

- **JHM or OEM clutch kit** – First start by getting the clutch alignment tool straight and the disc on center. The disc must sit with the taller “sprung” side towards the pressure plate; the flat side must go towards the flywheel. Don’t let the disc just hang on the alignment tool, this will make it sit too low and you will have trouble getting the transmission in. Once you have the clutch disc and pressure plate in place, put all 6 of the JHM supplied 6mm Allen/Hex bolts into the flywheel to hold the pressure plate in place. It is HIGHLY recommended to use a small amount of Red Loctite on these bolts. Hold the alignment tool straight and inward when tightening the bolts to keep the disc on center. You should be able to get these bolts hand tightened enough to make sure the clutch disc doesn’t move. You know the clutch disc is on center if you can easily slide the alignment tool in and out. Now you need to begin the tightening and torque sequence. It is recommend to SLOWLY walk the clutch pressure plate down by 1 turn at a time in a star pattern. Do NOT run any bolt down all the way, you run the risk of warping the pressure plate. Once you slowly get all the bolts flush (this may take a while) you can now make sure they are snug. Once all the bolts are snug the final torque sequence is 18 ft lbs and in a star pattern. Once you have all 6 bolts torqued to 18 ft lbs, check them one more time just to be sure. **NOTE:** Our pressure plate bolts are longer than stock so they will be less likely to damage aluminum flywheels, so make sure all 6 bolts don’t bottom out if you have a non OEM or non JHM flywheel. If they are too long you must use the oem Pressure Plate bolts or use a bottoming tap on the flywheel to allow our bolts to fully thread in.
- **JHM Lightweight Flywheel** – First start by installing the flywheel and hanging it over the rear of the crank. **NOTE:** The bolt pattern is unique and the flywheel can only go on ONE way, you may need to rotate the flywheel some until ALL eight bolts go in easily. It is HIGHLY recommended to put Red Loctite on all 8 flywheel bolts. Once you have the flywheel in place make sure you put a washer under each bolt and some Loctite then install all 8 bolts by hand. **NOTE:** You may have to slowly walk the flywheel down onto the crank in a star pattern due to the engineered interference fit (better centers the flywheel). If you do not walk it on straight run the risk of wedging the flywheel on crooked and it will wobble and shake (not good). Next you should make sure all 8 are snug in a star pattern. Once all 8 bolts are snug tighten the bolts to 20 ft lbs in a star pattern. Now you need to get them to the final torque of 65 ft lbs and once again do this in a star pattern. **NOTE:** The flywheel may want to rotate making this difficult; you may need to make a wedge that bolts to one of the lower motor to bell housing bolts and locks into the ring gear or a well placed pry bar on the flywheel ring gear.
- **OEM Dual Mass Flywheel** – First start by installing the flywheel and hanging it over the rear of the crank. **NOTE:** The bolt pattern is unique and the flywheel can only go on ONE way, you may need to rotate the flywheel some until ALL eight bolts go in easily. Once you have the flywheel in place then install all 8 bolts by hand. Next you should make sure all 8 are snug in a star pattern. Once all 8 are snug tighten the bolts to 20 ft lbs in a star pattern. Now you need to torque them to 45 ft lbs and once again do this in a star pattern. Now for the FINAL step, you must now turn each of the 8 bolts a full 90 degrees and do them all in a star pattern. This is very important since these stretch style bolts are specifically designed to work in this manner. **NOTE:** The flywheel may want to rotate making this difficult; you may need to make a wedge that bolts to one of the lower motor to bell housing bolts and locks into the ring gear or a well placed pry bar on the flywheel ring gear.

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