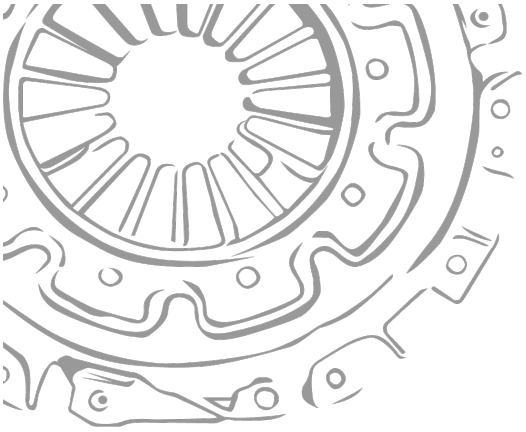

Fitting Sheet 20

Alloy Flywheel Fitting Instructions

When fitting an alloy flywheel, you will need to heat the back crank face on the flywheel.

We machine our alloy flywheels at exact size to the crank itself, as the flywheel cools after machining it can shrink up to .1mm.

To fit the flywheel to the crank, it is recommended to heat the flywheel at 180deg for approx. 5 min, then test fit. More heating may be required.

Aluminum expands at twice the rate of steel, so in order to retain a tight fit when the engine and flywheel reaches operating temperature, the aluminum flywheel has to go on tighter at ambient temperature.

Failure to heat the flywheel prior to fitment can result in damage to the flywheel mating face and/or flange, which in turn could cause the flywheel to not be mounted correctly.

Torque crank bolts to factory bolt recommended settings.

If using an NPC Performance Clutch kit, see fitting instructions for pressure plate bolt torque settings.

Please handle your NPC lightweight aluminum flywheel with care. Aluminum is a malleable material and can be easily dented, marked, scratched or brinelled. These markings may have no effect on the usability of your flywheel, but any significant scarring, denting or damage could render your flywheel non-useable. Do not drop or strike with hard objects/tools!