INSTRUCTIONS FOR INSTALLATION
OF FLYWHEEL ADAPTER KITS

Carefully inspect the flywheel for scores, heat cracks, taper and parallelism to the crankshaft mounting surface. Remachine if necessary. If the flywheel is severely heat checked or worn it should be replaced.

We suggest that a pair of standard 3/8”-16UNC cap screws 3” long be used as pilots. Cut the heads from these cap screws, saw a screwdriver slot in the end, and install them in opposite holes in the flywheel. These pilots will support the adapter ring as the clutch is installed.

Position the adapter ring on the flywheel, ensuring that the non-slot area is on the flywheel side.

With a spline alignment tool, align the drive discs and intermediate plate on the flywheel adapter ring. Attach the clutch cover assembly to the flywheel using the 12 cap screws provided in the adapter kit. Do not tighten any cap screws until all 12 have been installed and are finger tight. Then torque cross-corner sequence to 45 ft. lbs.

On remachined flywheels, be sure the counterbores are still deep enough to allow secure tightening of the cover assembly and adapter ring to the flywheel. (Figure 3)

14-2 DPB & DLB (PUSH TYPE)
(Figure 1)
The AK-206 kit has (12) C78-29 cap screws 2-1/8” long and can only be used on flywheels with 3/16” deep counterbores.

The AK-208 kit has (12) C78-27 cap screws 2” long and is intended for flywheels with counterbores 1/8” deep.

14-2 PLATE LP (PULL TYPE)
(Figure 2)
The AK-285 kit has (12) X2-160 cap screws 2-1/4” long and can only be used on flywheels with 3/16” deep counterbores. (AK-285 must not be installed in Caterpillar powered applications.)

The AK-286 kit has (12) X2-161 cap screws 2 1/2” long and is intended for flywheels with counterbores 3/16” deep. (Caterpillar powered applications only.)

Note: The intermediate plate that is used with these adapter rings is directional and must be installed as labeled.