Instructions for Installation and Adjustment of Lipe 330 Two-Plate Interchange for Borg-Warner 12” - Two-Plate

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

**Note:** Initial changeover from 12”-2 Borg-Warner to Lipe 330mm Two-Plate requires an AK-316 Adapter Kit.

We suggest that a pair of standard 7/16-14 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 with the non-slot side next to the flywheel.

Install the flywheel side disc (130-009-1755), intermediate plate (C25-94) and pressure plate side disc (130-009-1141) in the C130-22 adapter ring and insert the proper spline alignment tool through both disc assembly hubs and seat into the flywheel pilot bearing.

**Note:** The intermediate plate that is used with this adapter ring is directional and must be installed as labeled.

The 330 cover assembly must be positioned on the adapter ring so that the section of the cover labeled “Align Lug Here” is directly over one drive lug of the intermediate plate.

Attach the Cover Assembly and C130-22 adapter ring to the flywheel using four X25-196 cap screws and four X10-181 lockwashers. Using the eight C78-16 cap screws and eight X10-2 lockwashers complete the installation by screwing the cover assembly to the adapter ring.

After all 12 cap screws have been installed, tighten by torquing the 3/8-16 to 35-45 lbs. ft. and the 7/16-14 to 45-55 lbs. ft. in a cross-corner sequence.

If the 330 cover assembly is to be utilized with an existing adapter ring, the customer must purchase separately the X25-196 cap screw, X10-181 lockwasher and C-25-94 intermediate plate.

Remove the wood blocks and then remove the spline alignment tool. Bring the transmission forward slowly and insert the input shaft into the disc hub splines carefully. Be sure the input shaft splines line up with the driven disc hub splines correctly. If the input shaft splines and the disc hub splines do not line up, put the transmission in any gear and turn the output shaft to line up the spline. DO NOT force the input shaft into the disc hubs as irreparable damage can result.

When the input shaft is properly seated in the flywheel pilot bearing attach the transmission bell housing to the engine using the proper cap screws. Reinstall the driveline, connect and adjust the release linkage for 1/8” (3.17mm) clearance between the release bearing face and the contact surface of the release levers.