



## ZX-10 Lockup Instructions

- Scrape the gasket surfaces on the cover and engine cases clean. Reinstall the two stock locating dowels into the engine cases.
- Using red Loc-Tite® on the threads, install the clutch hub studs and tighten and torque to factory specifications.
- Install the welded clutch hub on the input shaft.
- Use red Loc-Tite® on the threads and torque the shaft nut to factory specs. (The four springs will not be reused.)
- Install the clutch plates as normal. NOTE: For optimal performance, MTC strongly recommends there be .100” to .125” clearance between the arm in its static position and the hardened button in the pressure plate.
- After installing the plates and verifying the proper stack height, install the new pull rod.
- Re-install the pressure plate with the factory roller bearing installed. Pull the clutch puller tight up against the pressure plate to ensure proper engagement of the pull rod actuator shaft.
- Install the lockup using the stock springs with .200” of shim on each spring on the back of the lockup and the supplied 6 x 45mm bolts.

**NOTE:** We recommend that you start with the supplied baseline lockup setup. If you need assistance after trying the baseline, please feel free to contact us at [clutchsupport@mtceng.com](mailto:clutchsupport@mtceng.com) or (321)636-9480 M-F 8:00am-4:30pm EST. We will be glad to assist you.



- Install one new spacer gasket, and then install the aluminum spacer. Do not put dowel pins into the cover side of the spacer plate.
- REMOVE the pull rod actuator shaft from the stock clutch cover. Note that it has a “cutaway” portion and a small notch.
- Now install the other gasket and the stock clutch cover being sure to use the supplied longer bolts in the proper holes. The two longest bolts are for the perch. Torque to factory specifications.
- After the cover is tightened in place, apply a small amount of grease to the pull rod actuator shaft end. Place the actuator shaft into the cover. AS YOU DROP IT INTO PLACE, rotate and engage the cut-away portion of the pull rod. Hold this pressure on the shaft, and as you continue to lower the shaft, you will feel the notch in the shaft engage into the small diameter portion of the pull rod. HOLD THIS PRESSURE until you have engaged the cable and removed sufficient free play to keep the shaft in place. Make sure the washer and spring are properly installed.
- Reinstall the clutch cable and adjust making sure to leave a little free play in the hand lever.

**NOTE:** When using a lockup clutch, **do not attempt to pull the clutch lever at high wheel speeds.** The lockup generates a great deal of force and pulling the clutch lever will overstress the actuation components.

**NOTE:** Be aware of cable adjustment and **AVOID EXCESSIVE FREEPLAY.** An overheated clutch can allow the cable to go slack and permit the actuator shaft to slip off the pull rod.

**NOTE: THIS KIT IS FOR RACING USE ONLY. THERE IS NO WARRANTY EXPRESS OR IMPLIED. MTC WILL NOT BE RESPONSIBLE FOR ANY DAMAGES OR INJURIES THAT MAY ARISE FROM THE INSTALLATION OR USE OF THIS PRODUCT.**