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Clutch Installation Instructions

- **Read Manufacturer instructions carefully for Clutch installation instructions.**
- Have all proper tools and Diagnostic equipment ready and master the Workshop Manual well! The Calibration needs to be made by the **"Same Technician"** that made the isolation and Test derived as the test result, may or may not will need an recalibration "final settings". Car Voltage needs to be at min 12.6V max 14.2V.
 - Recommended Test drive 90Km / 55Mil with 5 cold starts to begin within Natural and Key off, and at 1 Gear 5 Min food on brake and Key off.
- If you are installing an "NEW" or "USED relined" Clutch Set you need to reset the clutch life as well sum other "NEW Clutch" settings.
 - Driver have up to 9 options on the PIS setting From Soft shift "more clutch life" to Races Hard Shifts "Les clutch life and my or my not cause and Transmission, Axel failure. Shifting time varies on the Manettino or Sport Button option application usage.
- In sum TCU(s) an Technician cannot re set the PIS Setting! as the Standard recommended pickup is 1050/1200rpm "Cold", this TCU(s) need to be updated. Please call your Dealer for and Part number. Read Manufacturer instructions carefully for TCU installation instructions.
- If your Clutch set do not come with an flywheel, made sure you inspect the part and if needed sent for re service! or recommended is replaces with an NEW flywheel. (failure to do so my cause **"clutch slipping"** and other clutch related problems) Maximum difference in 3 points clearances is 0.300mm +/-%10.
- Made sure that the Technician uses new bolts for the installation in Clutch Pressure (CP) plate to Flywheel (FH), and do not uses old ones that may or may not be damaged vs. in size etc. The Touching points needs to be inspected "form (PC) to (FH) for damage NEW or USED! for **"Clutch Problems"** read our other publications.

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- At Clutch bleeding procedure ONLY use Manufacturer recommended Oil! as it may work at cold, and not respond under stress and head!

GTE Engineering is recommending for F1 system Synthetic oil:

- Mobile/ Esso ATF LT 71141
- Shell Donax TX
- Amsoil OTF OTFQT-EA

NOTE: If the car is equipped with an F1 system and F1 Oil Pump, made sure that the F1 pump, Accumulator, EV electro valves and the Actuator is not leaking oil out at all! and are in good state!" Pump OFF good working conditions are 3 Shifts at minimum before the F1 pump starts to prime again. "3 shifting time varies in total good condition Recommended state is 1 second in 3th gear to Neutral and back to 3th gear."

- At Test drive do not over head the clutch! follow manufacturer instructions! The Clutch as all Linings "As Brake, Clutch, Tire, Engine Pistons, Rack pinion etc.) have and need an Brake in time, deepens on an part, on Clutch Sets " approximately" 300/500 mil, the Clutch and the controlling systems are under a syncopation period, there for any excessive Clutch change in head and Time may or may not cause damage to parts and miss leading data in TCU "and clutch glancing".
- The F1 Systems is one part it works with the Engine and Transmission, made sure that you understand all working parts and you master their relations.

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All this instructions are recommendations and to do, or not to do so is at your own risk! We as GTE Engineering LLC. are not labile or responsible for loss or damage coursed by this instructions, and/or your installation with or without our products, you are responsibility as the Working Technician or the Instructor "Service Manager" to fallow all Manufacturer Instructions.