4. **Install ClutchMasters Flywheel**
    a. NOTE: An automatic rear counterweight must be installed on the engine for an aftermarket flywheel to be installed.
    b. Mark the orientation of the damper and the flywheel as there may be an optimal position for the damper to be seated from ClutchMasters. Uninstall the DCT Spline Damper by removing the 6 M10x1.0 Socket Head Screws securing the damper with an 8mm Allen drive. **CAUTION: DO NOT remove the hex head screws that are secured by tabs. DO NOT unbend any tabs. The central damper assembly is pre-assembled by ClutchMasters.**

Figure 3 - Close-up of the Damper Hardware. DO NOT remove the hex head hardware held in place by the security tabs (E92v1 specific).

    c. Remove Damper assembly. This may require some force. Do not damage the splines while removing this assembly.
    d. Install Flywheel Stop Tool or appropriate method to prevent engine rotation while torquing.
    e. Install supplied Flywheel onto the automatic counterweight.
    f. Install flywheel bolts. (Installer is responsible for Appropriate torque specifications and fastener ratings/length if not using the optional ARP Flywheel fasteners)
    g. Optional ARP Flywheel Bolts (Bag G) Instructions:

WARNING: DO NOT INSTALL ANY WASHERS ON THE ARP FLYWHEEL FASTENERS.

Note: ARP, M33, and LPS Fab will NOT be responsible for any failures resulting from using a washer with this kit.

Note: Make sure there is an adequate chamfer around the bolt holes on the flywheel to clear the radius under the head of the bolt.

Figure 4 – Flywheel Stop Tool in position.

i. Lubricate the threads of the bolt with BLUE LOCTITE 242 (Per Step 2.a.x and the under head of the bolt with the supplied ARP Ultra-torque Fastener Assembly Lubricant.
ii. Install the flywheel onto the crankshaft and tighten the bolts hand tight.
iii. Using an alternating, criss-cross pattern, after assuring the flywheel is fully seated, torque the bolts to 54 ft-lbs, in 18 ft-lb increments (18, 36, 54), with a 16mm 12-point or 5/8” 12-point socket. Note: This will apply approximately 5800 lbs of clamping force.

Flywheel to Counterweight **(Bag G)** Hardware Kit
- 6 x ARP Flywheel Fasteners
- 1 x ARP Fastener Assembly Lubricant

Install ClutchMasters Damper

h. Apply Blue Loctite 242 to the threads or add a couple drops into the blind tapped holes per step 2.a.x.
i. Align Damper above threaded holes and partially thread in 3-4 of the 6 M10x1.0 socket head cap screws that were previously installed. This is to align the Damper prior to inserting it fully into the machined recess. Note: any misalignment will either cause the screws to not thread or will prevent the damper from seating into the machined recess fully. Danger: An unseated damper could result in damage and catastrophic failure, which can lead to injury to vehicle operators/passengers. A Scattershield is recommended for all aftermarket flywheel installations. M33 Performance and LPS Fab are not responsible for failures of the ClutchMasters flywheel assembly.
j. Thread in the remaining socket head cap screws for the Damper. Seat the damper fully and tighten the cap screws hand tight. It is very important to assure the damper assembly is fully seated. The machining is done to very tight tolerances and it may be somewhat difficult to seat if even a minor misalignment is present while installing. There may also be an optimal rotational orientation.
k. Using an alternating, criss-cross pattern, and after assuring the Damper is fully seated, torque the cap-screws to 55 ft-lbs, in 18 ft-lb increments (18, 36, 55), with an 8mm Allen drive hex key.
l. Remove Flywheel Stop Tool.

Flywheel to Counterweight **(Bag G)** Hardware Kit

6 x ARP Flywheel Fasteners

1 x ARP Fastener Assembly Lubricant