



## Clutch Break in Procedure for Cerametallic Race Clutch

To ensure perfect function and to achieve the maximum longevity and torque holding of your G19 Engineering Racing Clutch, G19 Engineering Limited recommends that the clutch is allowed to bed in correctly, immediately after installation.

G19 Engineering racing clutches use a harder blend of ceramic and metallic materials when compared to normal organic clutches, so the break in procedure which allows the surface material of the clutch and flywheel to bed together is particularly important. If not followed the contact surfaces will be greatly reduced leading to the excessive build-up of heat and possible hot spots forming where the material has become hardened.

G19 Engineering Limited recommend at least 300 miles of positive and accurate gear changes at mid to low engine speed. In a racing environment we recommend this is carried out with a number of track sessions or on a chassis dynamometer. Cerametallic clutches are not designed to be excessively slipped and this is particularly the case during the break in period. Racing starts or pulling away on hills should be avoided.

Whilst a cerametallic clutch will never be as easy to drive smoothly as an organic material stock clutch, during the break in it may feel quite grabby. As the matting surfaces of the clutch and flywheel bed in this grabby nature will be reduced.