



TSB-TY10

This clutch kit is a conversion from the original pull type clutch to a push type using mechanical push conversion components.

- 1) Remove the old clutch fork and pivot bracket.
- 2) Clean inside the bellhousing.



- 3) Use the new pivot ball bracket and fix it to the transmission using the M8X1.25X20 bolts supplied along with the spring washers and thread lock. Ensure that the bracket is mounted in the correct orientation with the milled out mounting bolt holes toward the input shaft. Torque the bolts up to 32Nm.



- 4) Use the new pivot ball supplied and install it onto the pivot ball bracket using thread lock. Torque it up to 70Nm.



- 5) Install the release bearing clip onto the release bearing clip. This clip only fits in one direction with the small tab on the bearing carrier holding the clip in place.



- 6) Using high temperature bearing grease lubricate all the points of contact on the fork. This included where it contacts the bearing carrier, push rod and pivot ball.

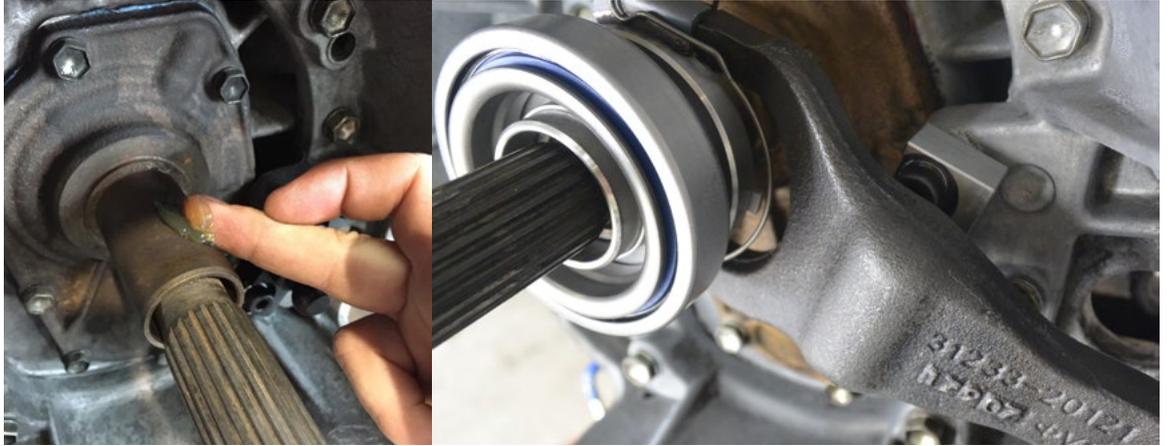


- 7) Connect the clutch fork to the release bearing carrier by tilting the fork under the clip so the clip sits in the grooves of the fork.



**Tab on bearing
towards fork.**

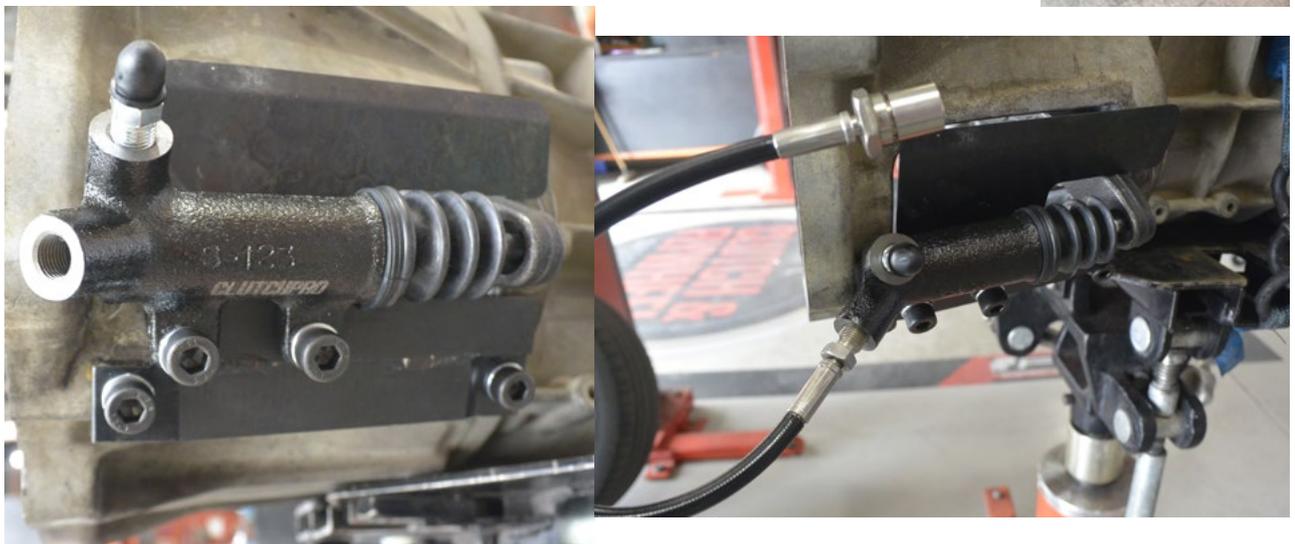
- 8) Lubricate the nosecone on the transmission and slide the release bearing and fork into place. Clip the clutch fork onto the pivot ball with a firm push.



- 9) Install the conversion plate onto the bellhousing using the M8X1.25X20 bolts and spring washers. Use thread lock and torque the bolts up to 32Nm



- 10) Use M8X1.25X20 bolts with spring washers to mount the slave cylinder in place on the adapter plate. Then install the new braided clutch line to the slave.



- 11) With the clutch mounted to the engine the transmission can be carefully mounted to the engine. Connect up the braided line to the existing hard line.



- 12) Bleeding the system - Before fully assembling the vehicle
- 12.1) Fill the reservoir with the applicable Dot 3, Dot 4 or Dot 5.1 fluid depending on the requirements of the vehicle.
 - 12.2) Open the bleeder nipple on the braided bleeder line and have someone in the vehicle slowly depress the pedal to the floor by hand. Close the nipple and return the pedal to the top. Repeat the process of passing the fluid through 4-5 times.
 - 12.3) Change the process to slowly depressing the pedal to $\frac{3}{4}$ stroke and holding by hand before opening the bleed nipple. Lock the bleed nipple and return the pedal to the top. Repeat this 4-5 times whilst maintaining the fluid level in the reservoir.
 - 12.4) Check that the clutch has full release and the pedal is not spongy. Do this by putting the transmission in gear and having someone push the clutch pedal and other person checking the tail shaft will freely rotate. If the pedal is still not satisfactory repeat step 11.3 using a full pedal travel.

Notes: Never rapidly pump the pedal when bleeding. This can induce air in the system. Slow steady pumps of the pedal are much more effective. Extra caution should be taken when bleeding the clutch when installing a self-adjusting pressure plate.

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