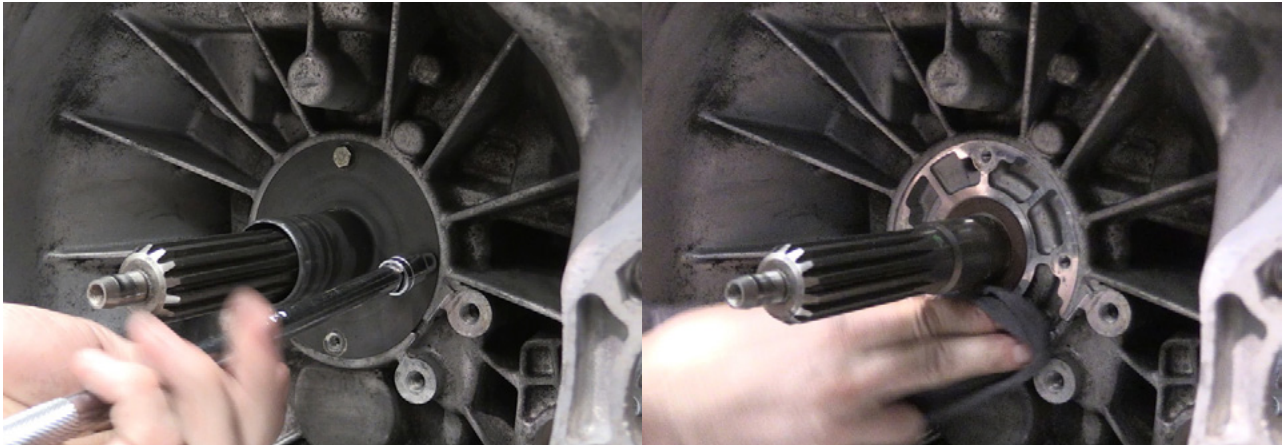




TSB-175

This clutch kit is a conversion from the original pull type clutch to a push type using a concentric slave cylinder.

- 1) Remove the old clutch fork and pivot bracket
- 2) Unbolt and remove the nose cone as this is also not required.
- 3) Clean inside the bellhousing and the mounting surface of the nose cone.



- 4) Place the new adapter on the transmission and ensure it is located true and square.
- 5) Use thread lock on the 4 countersunk bolts to hold the adapter in place with the Xtreme logo on top.



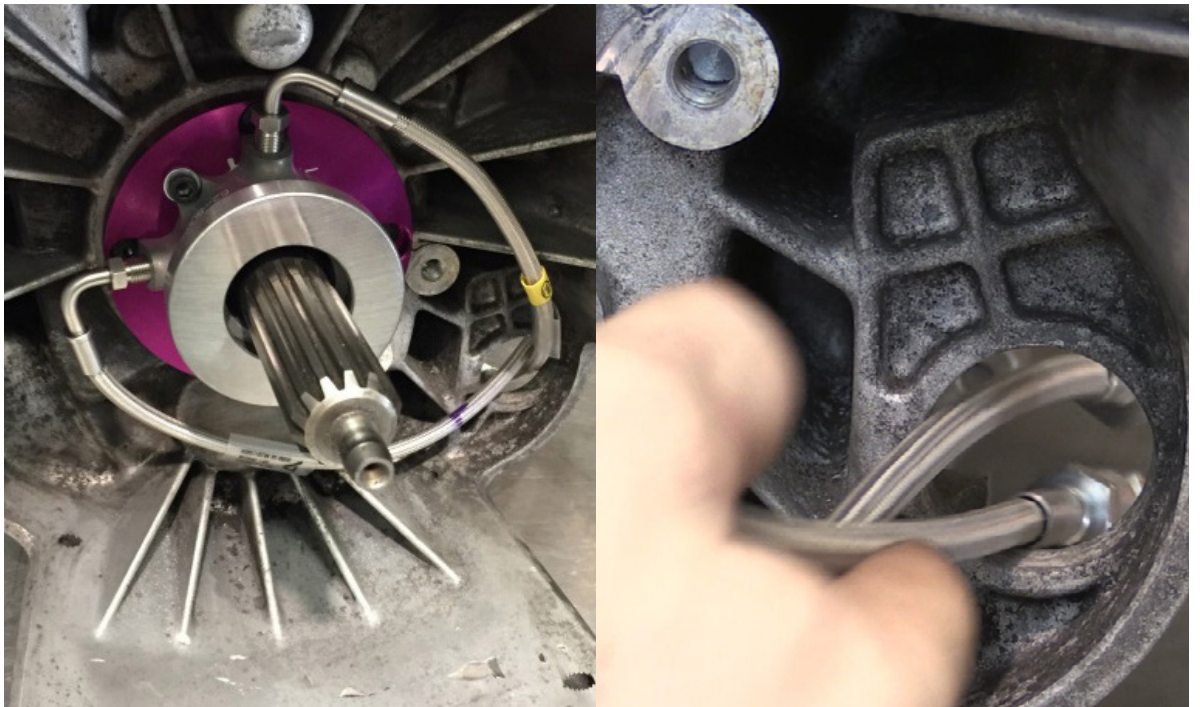
- 6) Mount the new slave with one port at top dead centre for the bleeding port. Use thread lock on the two M6 bolts the hold the CSC in place.



- 7) Connect the braided bleeder line (bleeder port on the end) to the top port of the concentric slave and run the bleeder nipple out the old slave mount in the bellhousing.



- 8) Connect the braided fluid supply line to the port on the side and feed the clutch line out the slave mounting hole in the bellhousing.





- 9) Orientate the lines in the ports so they are hard up against the transmission and not poking toward the clutch. When satisfied tighten both of the lines in the slave using a pipe spanner.
- 10) With the clutch mounted to the engine the transmission can be carefully installed.
- 11) Bleeding the system - Before fully assembling the vehicle
 - 11.1) Fill the reservoir with the applicable Dot 3, Dot 4 or Dot 5.1 fluid depending on the requirements of the vehicle.
 - 11.2) 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.
 - 11.3) 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.
 - 11.4) 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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