IMPORTANT TIPS WHEN FITTING A CLUTCH

- Thoroughly clean block face (and sandwich plate if fitted)
- Fit the flywheel and torque to specifications using new bolts and Loctite **sparingly** on the threads.
- Fit new spigot bearing
- Clean flywheel face and pressure plate face with Thinners.
- **DO NOT** grease the clutch spline.
- **DO NOT** touch the surfaces of the clutch plate with dirty hands.
- Fit clutch using correct aligning tool and torque to specifications using new bolts and Loctite **sparingly** on the threads.

- With the fitment of any clutch it is essential to set-up the CSC (Hydraulic Bearing).
    - The correct crush should be a minimum of 14mm to maximum of 17mm. Spacers are supplied with kits when required.

This is the simplest way to check the set-up:

- Using a straight edge and ruler get the height from the block face to the fingers on the pressure plate.
- With the bellhousing on the transmission and the CSC fitted, put a straight edge across the bellhousing and measure down to the face of the CSC.
- The measurement should be 14 to 17mm less than the first measurement.
- If spacers are required to get the right height, these can be supplied.

- Now you are ready to fit your transmission.
- Make sure that the transmission is properly supported when fitting.
- When bleeding the clutch, evacuate dirty or contaminated clutch fluid, and use new fluid.
- Finally the clutch must be run in by driving normally for at least 1000km's.