



CLUTCHTECH



TSB-TY10

Pull - Push Conversion Installation Guide

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, bearing and pivot ball bracket.
2. Clean inside the bellhousing to remove any old grease and clutch dust.



3. Mount the new pivot ball bracket onto the transmission using the supplied M8 bolts with spring washers and thread lock. Ensure that the bracket is mounted in the correct orientation with the cut-out sections facing towards the input shaft. Torque the bolts to 32Nm.



4. Mount the new pivot ball onto the pivot ball bracket using thread lock. Torque it to 70Nm.





5. Install the supplied clip onto the release bearing carrier. The clip only fits one way, with the small tab on the bearing carrier holding it in place.

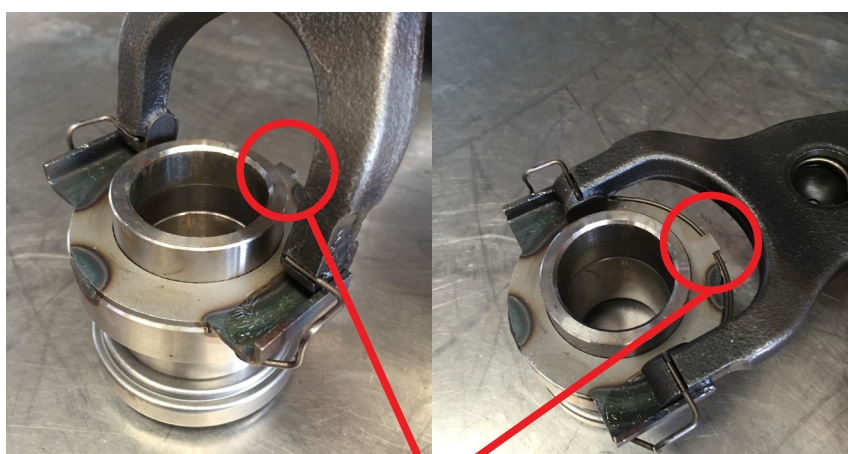


6. Lubricate all of the fork contact points using high temperature bearing grease. This includes where the fork contacts the bearing carrier, pivot ball and push rod.



7. Mount the release bearing carrier onto the fork by tilting the fork underneath the clip, so the clip sits in the grooves of the fork.

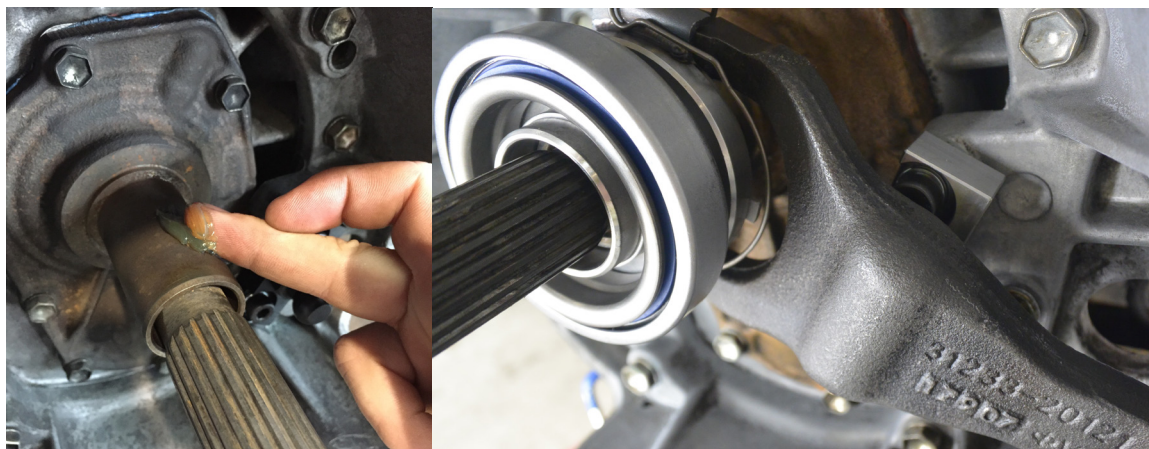
Note that the tab on the bearing carrier should be on the same side as the fork.



Tab on bearing towards fork.



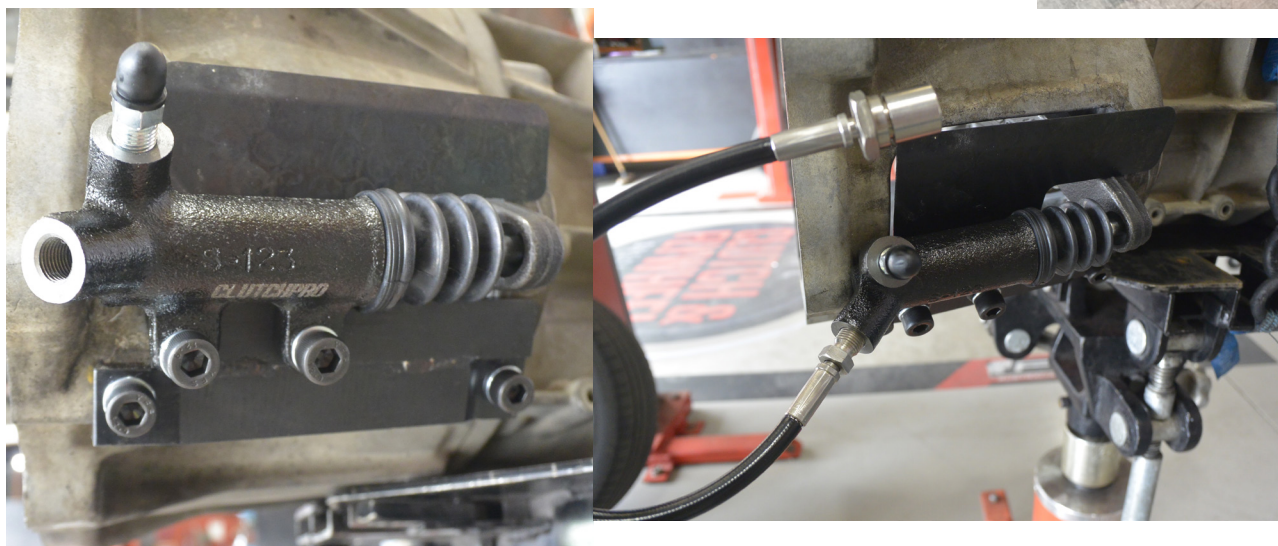
8. Lubricate the transmission nosecone with high temperature bearing grease and slide the release bearing carrier and fork into place. Clip the clutch fork onto the pivot ball with a firm push.



9. Mount the adaptor plate onto the bellhousing using the M8 bolts, spring washers and thread lock. Torque the bolts to 32Nm.



10. Mount the slave cylinder onto the adaptor plate using the M8 bolts, spring washers and thread lock. Torque the bolts to 32Nm. Fit the new braided clutch line to the slave.



11. With the clutch installed, the transmission can be carefully mounted to the engine. Connect the braided line to the existing hard line.



12. Bleeding the system - Before fully assembling the vehicle.

Ensure that fresh fluid that is correct to the manufacturer's specification is used to top up the reservoir. Use of the incorrect fluid can cause seals to swell and deteriorate.

- 1) Fill the reservoir with the applicable clutch fluid to the manufacturer's specifications.
- 2) Open the bleeder nipple on the 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.
- 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.
- 4) Check that the clutch has full release and the pedal is not spongy. If the pedal is still not satisfactory repeat step 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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