



BLEEDING THE HYDRAULIC SYSTEM

Clean out reservoir and flush master system with fresh fluid prior to connecting slave unit. Make certain all residual air is completely removed from the hydraulic system. Once bled correctly, your pedal "S" curve and engagement points should be very similar to the original clutch.

CLUTCH BREAK IN PROCEDURE

Your new Textralia clutch system is manufactured from extremely hard wearing and long lasting materials. Within the first few hours of operation you may experience some shudder whilst these surfaces blend together and release the dry lubricants within the working surfaces. During this stage, it is important not to super heat the mating surfaces with high RPM clutch slips as this will only prolong the break in procedure.

Normal low RPM slow release stop/go starts is recommended during the first few heat cycles.

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CLUTCH INSTALLATION GUIDE



Oz700 Series



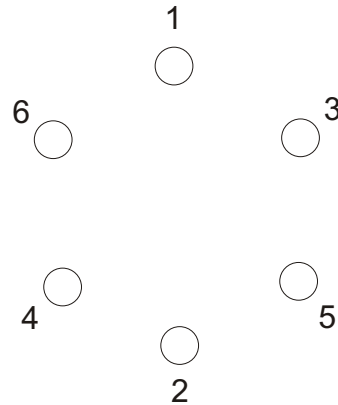
CLUTCH INSTALLATION GUIDE

PLEASE READ THOROUGHLY BEFORE INSTALLATION
CONSULT REPAIR MANUAL FOR SPECIFIC INSTRUCTIONS FOR YOUR VEHICLE

KIT CONTENTS;

Your new Textralia clutch kit contains the following items;

- **Pressure Plate**
- **Clutch Friction Disc**
- **Flywheel**
- **Install Alignment Tool**
- **Slave Cylinder (Optional)**
- **ARP Bolt Kit**
- **Pilot Bearing (optional)**
- **Pre Digital Balanced**



INSPECTION

- Check for oil on old facings. Oil leaks near clutch must be repaired before installing new clutch kit.
- Check clutch plate splines for wear. Uneven wear on splines is a sign of misalignment. Check for flywheel runout.
- Input shaft splines, check for wear or nicks. Clean thoroughly and apply a thin film of high temp grease. Wipe off any excess. Ensure the new disc slides smoothly on the splines before fitting.

INSTALLATION

FOR BEST RESULTS; Install the (supplied) pilot bearing into rear of crankshaft only with a correct bearing removal tool. Refer to vehicle manufacturers workshop manual for correct replacement method.

Install the supplied slave cylinder/thrust race bearing assembly.

CLUTCH REMOVAL

A. Mark drive shafts so that the marks are matched up on reassembly. This will keep the drive system in balance.

B. Fully support transmission. Before removing any parts which attach or support the transmission, support the transmission on a suitable jack or stand. The jack or stand must be capable of supporting and holding the transmission independently. Also the jack or stand shall be capable of lowering, raising and moving the transmission laterally. Fully support the transmission making sure that is securely fastened to the stand. **Do not allow gearbox to hang on the input shaft.**

C. Remove gearbox and make sure the 2 locating dowels are in position on opposite sides of the block. These act as a guide during reassembly.

- Make certain that the flywheel, pressure plate and friction disc surfaces are absolutely clean.
- Install flywheel lining up 7th hole to index on crank flange. Using a suitable thread locker such as Loctite torque flywheel bolts in three (3) stages in an opposite pattern to a total torque value of 100nm

C. Use clutch alignment tool (included in Textralia kit) to correctly align the friction disc. **Flat side of friction disc to flywheel.**

D. Assemble cover to flywheel. **Ensure the cover matches with locating dowels and balancing index marks are aligned together.** Using a suitable thread locker such as Loctite, **tighten supplied cover bolts opposite each other and evenly one turn at a time.** Torque to 75nm. Once tightened ensure alignment tool can slip in and out of splines with ease.

E. Install transmission into place using the guide dowels. Input shaft should slide smoothly and easily through hub into pilot bearing. **DO NOT FORCE** or use the tightening of bell housing bolts to draw the transmission to the engine block. Rotate input shaft if necessary to align splines. Never allow the transmission to hang, without the support of a transmission jack during installation.