



## Fitting Sheet 5 - Nissan Patrol Viper Clutch TD42, TB42, TB45, TB48

### Important tips when fitting a Custom Viper Clutch

- Thoroughly clean block face (and sandwich plate if fitted)
- Fit the flywheel and torque bolts to 147nm – 167nm, using Loctite sparingly on the threads.
- Fit new spigot bearing.
- Clean flywheel face, pressure plate face & inside diameter of pressure plate casting with thinners. Make sure that the inner crank area around the spigot bearing & crank bolts is also cleaned thoroughly.
- Remove clutch fork, check for wear, clean and regrease behind fork and on pivot ball.
- Fit a washer (up to 4mm) behind the pivot ball if there is excessive wear.
- **IMPORTANT!** Make sure the release bearing is fitted correctly. The machined flat side goes towards the diaphragm fingers and the pressed tin with writing stamped in it goes towards the bearing carrier.
- **DO NOT** over grease the clutch plate 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.
- Torque pressure plate bolts to 77nm for Billet Steel Flywheel. 65nm for Alloy Flywheel.
- 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.
- Some adjustment may be needed at the clutch pedal under the dash.
- When fitting our Viper kit to a GQ, we recommend using a GU master cyl to get full release on the clutch. We recommend a hydraulic combo of GU Master cyl x GQ Slave cyl to achieve correct clutch operation.  
GQ Slave Cyl - JB4198 - 3/4" Bore  
GU Master Cyl (suits Booster) - JB9575 - 11/16" Bore
- Finally the clutch must be run in by driving normally for at least 1000km's.