



Fitting Sheet 12 - Solid Conversion

Important tips when fitting a Solid Conversion Clutch Kit

- Thoroughly clean block face, sandwich plate (if fitted) & bell housing.
- NPC install the ring gear using a heat shrink method. Care is taken to ensure the ring gear is fitted to the flywheel correctly, but before fitting, please confirm that the ring gear is seated correctly.
- Fit the flywheel and torque bolts to factory specification, using Loctite **sparingly** on the threads, new flywheel bolts will be supplied if required for this kit.
- Fit new spigot bearing (if required for this vehicle).
- 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.
- **DO NOT** over grease the clutch spline. Remove all excess grease.
- **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.
- Pressure plate bolt torque specs –
 - M8 Bolt – 39nm
 - M10 Bolt – 77nm
- 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.
- Finally the clutch must be run in by driving normally for at least 1000km's.

DISCLAIMER

In some cases you may hear some driveline chatter at idle or for approx. 500rpm through the rev range under load or if the vehicle is being laboured and driven in the incorrect gear. This can be a common association with a solid conversion flywheel; there is nothing to worry about as no components are being damaged. The dual mass flywheel previously absorbed any noise or vibration you may be feeling.