Fitting Sheet 4a -
Custom Hilux Clutch (for NPC7678-1D)

Important tips when fitting a Custom Hilux Clutch

- Thoroughly clean block face (and sandwich plate if fitted)
- 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 ensure that the ring gear is seated correctly.
- Fit the flywheel and torque crank bolts to 178nm, 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, remove shine from contact points using wet & dry sand paper. Apply grease to all pivot points of clutch fork.
- DO NOT grease the clutch spline. The disc is pre-greased. Please wipe off any 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. Torque pressure plate bolts to 39nm.
- Make sure the small diameter washers supplied are used to avoid damage to the bell housing. The M8 cerated washers supplied are specific to this kit. The diameter of the washer must not exceed 13mm. These should not overhang the pressure plate.
- You will notice that the new custom bearing carrier supplied does not have a retainer clip fitted, this is nothing to be worried about as it is not required.
- **Important!** The new steel bearing carrier requires grease to be applied to prevent binding. Inside the bearing carrier you will notice a grove/grease notch. This needs to be packed with grease and then a smear of grease to coat the rest of the i.d of the carrier.
- Test fit carrier, then wipe off excess grease from front of gearbox snout.
- 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 need to be made at the clutch pedal under the dash.
- If you have clutch release problems, this could mean the accumulator in the clutch line is faulty. You can bypass the accumulator or fit a complete new braided line that NPC has available. Part number - B/LINE-HILUX
- Finally the clutch must be run in by driving normally for at least 1000km's.