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)
- 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 check that the ring gear is seated correctly.
- 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.
- **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.