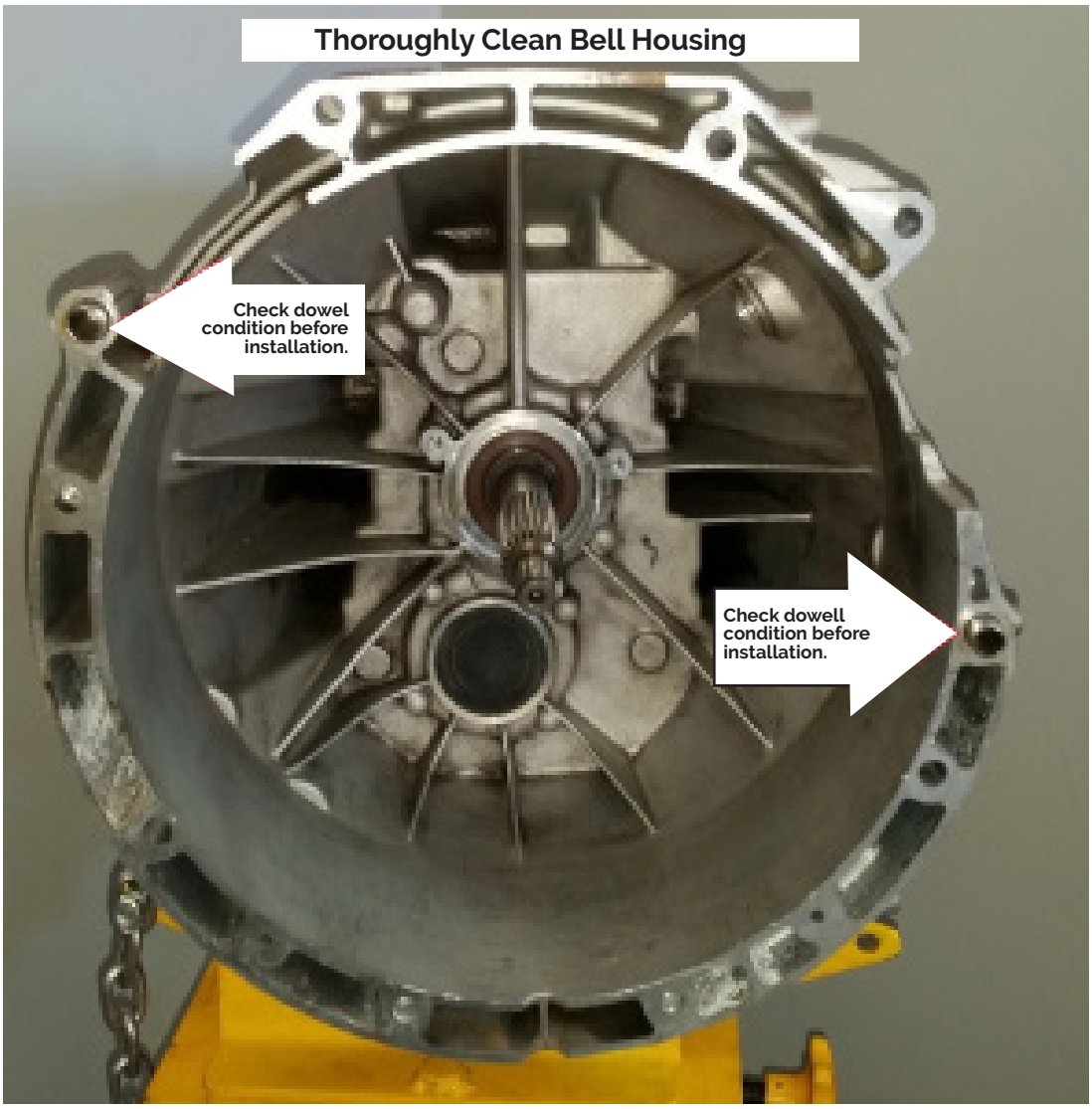
Fitting Sheet 7 -
BT50 & Ranger 2.2 & 3.2 T/D

Important tips when fitting the custom Clutch to suit BT50 & Ranger 2.2 & 3.2 T/D

- Thoroughly clean block face & bell housing.
- Fit new concentric slave cylinder to gearbox.
- Fit new spigot bearing.
- When fitting new flywheel please note: 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.
- 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.
- **DO NOT** over grease the clutch 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.
- Pressure plate bolt torque specs – M8 bolt – 39nm
- 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.
- To bleed the clutch, release the clip as shown in the picture supplied, this will allow the fluid to bypass the cylinder and come out of the bleeder
- The engagement point will be lower than standard, this will settle down slightly as the clutch settles in.
- Finally the clutch must be run in by driving normally for at least 1000km's.


Thoroughly Clean Bell Housing
Check dowel condition before installation.
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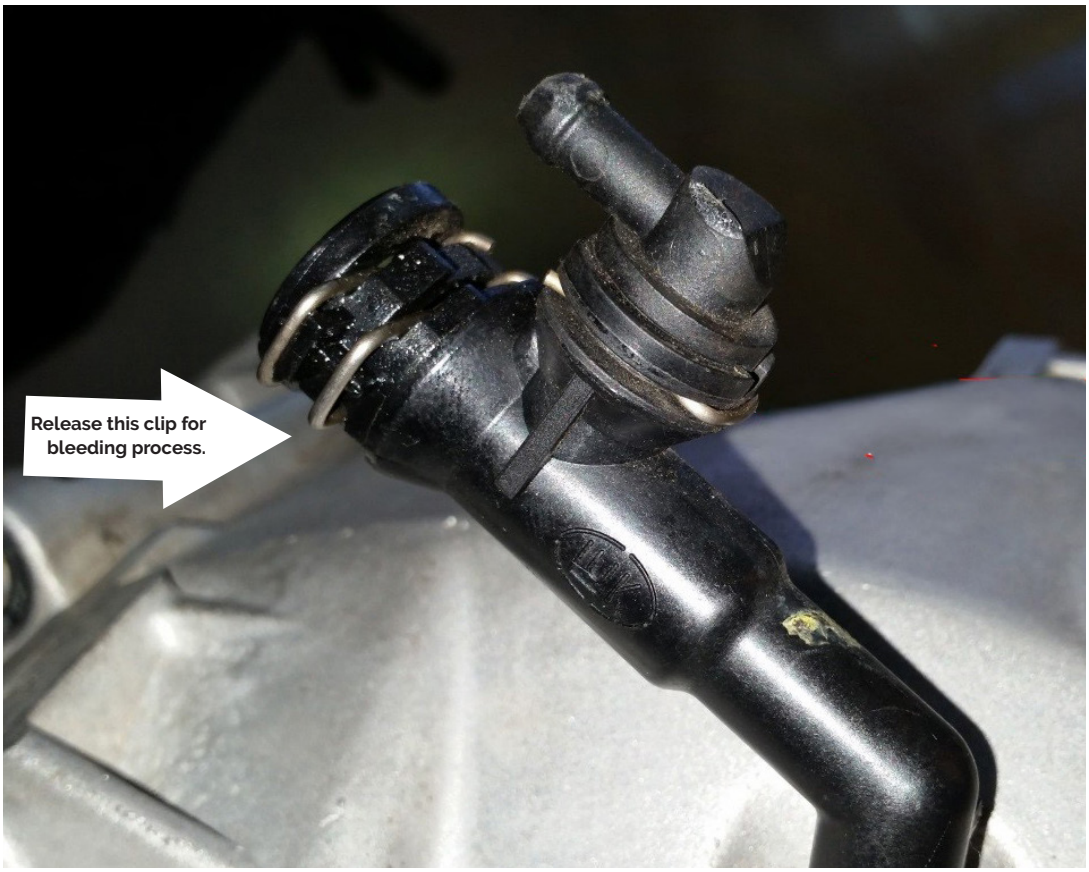
Release this clip for bleeding process.