



**\*\*\*Important clutch fitting points \*\*\***

1. **Check that all plates slide freely on your input shaft spline before fitting clutch**
2. Fit the throw out bearing supplied to your carrier – on all Nissan applications
3. Plate marked flywheel is the bottom disc
4. Plate marked pressure plate is the top disc
5. Use the purple Exedy grease ONLY on the input spline only - if any – less is best
6. Clean all components down with brake cleaner (or similar) to remove any grease, oil or finger prints. Failing to do so will see uneven wear and premature shudder!
7. Clutch plate buttons must sit on top of each other (Clutch plates in 5 button form only)
8. Clutch plates MUST be treated with care as they are easily bent
- 9: Do not hang the gearbox off the clutch.
- 10: DO NOT force or pull the gearbox onto the engine with the bolts.
- 11: Torque setting for the 6 clutch hat bolts / cover is a maximum of 25 NM
- 12: check there is room for the throw out bearing to move away 8mm from the clutch fingers
13. Adjust pedal to ensure it has 50 to 75mm free travel at top of pedal action...i.e. the pedal can be pushed 50 to 75mm easily with 1 finger. This is usually done via lengthening or shortening the push rod from the pedal to the master cylinder.
14. Periodically re check the free travel and adjust to maintain the 50-75mm minimum free travel..  
Remember a clutch will use up free travel as it wears!

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**Important note 1 :**

One of the most critical part of any clutch system is the clutch actuator.  
Should the clutch actuator see incorrect set up or adjustment, this will result in premature wear of the clutch or complete clutch failure due to over stroke or insufficient free travel.

Once the clutch is bolted to the engine and the gearbox is fitted, (whether we see a fork and bearing used or an internal concentric slave cylinder) we usually need to see 8mm of bearing travel away from the clutch diaphragm (or fingers) before the bearing / slave cylinder is fully compressed (away from the clutch toward the gearbox).

This ensures the clutch diaphragm can grow toward the gearbox as the clutch wears.  
This eliminates the risk of the clutch and bearing binding and ultimately holding the clutch open causing premature wear or complete clutch failure.

This can easily be checked prior to gearbox installation via the use of a straight edge across the fingers of the clutch (with clutch bolted to the engine)  
measure to the surface on the engine block where the bell housing touches the engine.  
This is the clutch height

We then turn to the gearbox and with a straight edge across the face of the bell housing,  
measure to the front face of the throw out bearing with the bearing pushed right back (toward gearbox).  
We need this measurement inside the bell housing to be 8mm greater than the clutch height!  
If this is not the case, contact us.

**Important note 2 :**

We usually only need to see 8mm of bearing travel after the bearing contacts the diaphragm to see the clutch open and release the clutch disc(s). It is important to place a pedal stop under the pedal , so the clutch is not forced to stroke any further than the amount required. Doing so can result in damage to the clutch - cracking of diaphragm or seeing diaphragm make contact with the clutch disc - causing the clutch to re- engage!

A simple way to tell when a clutch is open is with the engine off, place the car in gear and proceed to depress pedal slowly while having someone turn the tail shaft or back wheels. After the wheels move freely, add another 10mm of pedal stroke and stop there. Ideally use a pedal stop.

A clutch pedal will also feel 'easy' once it is released or just past the point of release.  
In the case of bell housing equipped with inspection plates, visual inspection can be made.  
Depress the clutch pedal slowly until the plates can wiggle loosely, or even get technical and measure the gaps with feeler gauges. 20thou or 0.5mm per plate is a nice amount of release in most applications.

**Important Note 3:**

Also remember as a clutch wears it will use up the pedal free travel.  
Always ensure a pedal has free travel at the top of the pedal.  
ie have the adjustment so you can push the pedal 50-75mm with 1 finger.  
Adjustment made by the push rod from the pedal to master cylinder

Remember the harder the clutch works,  
the clutch will see more rapid wear and the free travel will be used up more rapidly.  
Adjust the pedal as required to maintain this free travel

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