



Fitting Sheet 21 - 4JJ3 Solid Conversion

Important tips when fitting a 4JJ3 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 specification, using Loctite **sparingly** on the threads, new flywheel bolts will be supplied if required for this kit.
- Flywheel bolt torque settings-
 - Step 1: 59nm
 - Step 2: +60-90 degrees
- Fit new spigot bearing to the flywheel.
- 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
- 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.

In some cases you may need a brace for the firewall to prevent flex after fitting a heavy duty clutch.

If the firewall is flexing under operation, it is restricting travel for clutch disengagement. For fitment instructions see below.



1. Remove nuts & bolts from clutch pedal assembly & master cylinder under dash.
2. Hold brace up in position against master cylinder and trace a line around the brace on the carpet / insulation.
3. You will need to cut this shape out of the carpet / insulation to allow the brace to mount solidly against the firewall.
4. Now you can bolt the clutch pedal assembly and master cylinder back against the brace using the factory bolts.