



## Fitting Sheet 3A - VDJ 1300 Landcruiser Clutch

### Important tips when fitting a custom V8 T/D Landcruiser 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 specifications, apply Loctite sparingly on the threads.
- Torque flywheel bolts to 182nm
- 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.
- 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, use new pressure plate bolts supplied, apply Loctite sparingly on the threads and torque to specifications
- **1300nm Kit:** Torque pressure plate bolts evenly to **77nm (m10x16 SHCS)**
- **Note: Failure to bolt down evenly can result in damaging the pressure plate and cause operation issues.** 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. Be careful not to go too far with the pedal adjustment, if adjusted too far it can result in the release bearing having constant load applied to the pressure plate (the easiest way to check is to get under the car, push the rod back into the slave cylinder and make sure the fork has free play)
- Finally, the clutch must be run in by driving normally for at least 1000km's

## NOTES:

- You may be aware of a possible noise when fitting an aftermarket clutch to the VDJ, HDJ & HZJ Landcruiser. This noise may be heard during gear changes or at idle with the clutch disengaged usually around 2,000rpm and higher. This is not a failure of any part and is not causing any damage to the vehicle.
- When fitting this clutch, master cylinder adjustment may be required to avoid clutch release issues. In some cases, the pedal stop may need to be backed off slightly to gain freeplay on the clutch pedal. It is essential that there is free-play on the push-rod connecting the master cylinder to the clutch pedal. Please confirm freeplay by pushing the clutch fork toward the slave cylinder. If the piston in the slave cylinder can be compressed freeplay at the master cylinder is correct. If the piston cannot be compressed, there is no freeplay on the master cylinder.
- Slave cylinder part number CRT-1000 is also available to purchase on request. This has a 11/16 bore which will improve clutch travel if required (one size smaller than the factory 3/4 slave cylinder). By fitting this cylinder, minimal to no adjustment will be required at the master cylinder allowing the clutch to work correctly with factory adjustment.
- Now you have your brand-new NPC clutch fitted you will need to give it a chance to bed in before putting it through any hard use. 1000km's of regular day to day driving is recommended. It's the engagement of the clutch that does the bedding in, so ideally lots of gear changes and around town driving.