



TM4-15031-CONV-B

You must convert your clutch release system from a pull-style to a push-style to use this performance clutch kit. This kit was designed to use as many of your original components as possible without extensive modifications.

Included in this kit:

1. Clutch slave cylinder
2. Mounting brackets
3. Release bearing
4. All the necessary hydraulic components
5. Hardware

The following steps must be taken while the transmission is out of the car:

- Clean and install the fork provided (FRK-15031) into the transmission. Be sure to clean and re-grease the pivot rod or the fork may squeak.
- **LIGHTLY** grease the fork where it touches the release bearing, then install the supplied push-style release bearing (TM5-15030-TBA).
- Install the clutch and transmission.
- Reinstall the starter but leave out the top bolt.
- Remove the bolt from the “dog bone” bracket closest to the engine.
- Remove the clutch fork return spring and its bracket.
- Ensure the battery is still disconnected and remove the ground cable from the engine block nearest the starter.
- Drain the clutch master cylinder reservoir.
- Remove the slave cylinder and all of the hard lines to the master cylinder. You will only reuse the factory flex line and banjo bolt.
- Install the supplied slave cylinder bracket on to the transmission. The mounting holes are slotted to accommodate manufacturing variances in the starter. Install all three bolts by hand before tightening them.
- Install the extended M10x110mm upper starter bolt (M10-1.25-HHCS10.9) through the slave cylinder bracket, and screw it in several turns by hand.
- Clean any corrosion from the ground cable lug and reinstall it in its original position using the extended M8x25mm bolt (M8-1.25x25SHCS) to extend through the new slave cylinder bracket (TM4-15031-BRKT-CZP).

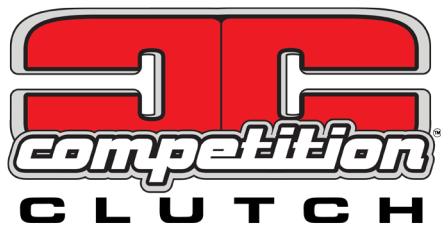


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- Insert the M10x50mm bolt (M10-1.5x50RHS10.9) through the slave cylinder bracket and the “dog bone” mount. Be patient, this can take some time depending upon a wide range of tolerances of the factory components.
- Install the slave cylinder on the bracket using the (2) M10x18mm bolts (M10-1.5X18SHCS12.9) and washers (M10X20X2-SFW). Torque all fasteners using the Torque Specification Chart listed below.
- Install the new clutch hard line (TM5-15030-HOSE); route it beneath the heater hoses.
- Reinstall the factory flex line as shown, using the new crush washers (BLT-WASH-M10x13.95). Do not let the line kink.
- Bleed the clutch system.
- Once the release system is fully bled, verify there is proper movement of the slave cylinder and clutch fork during the clutch pedal actuation.

Torque Chart

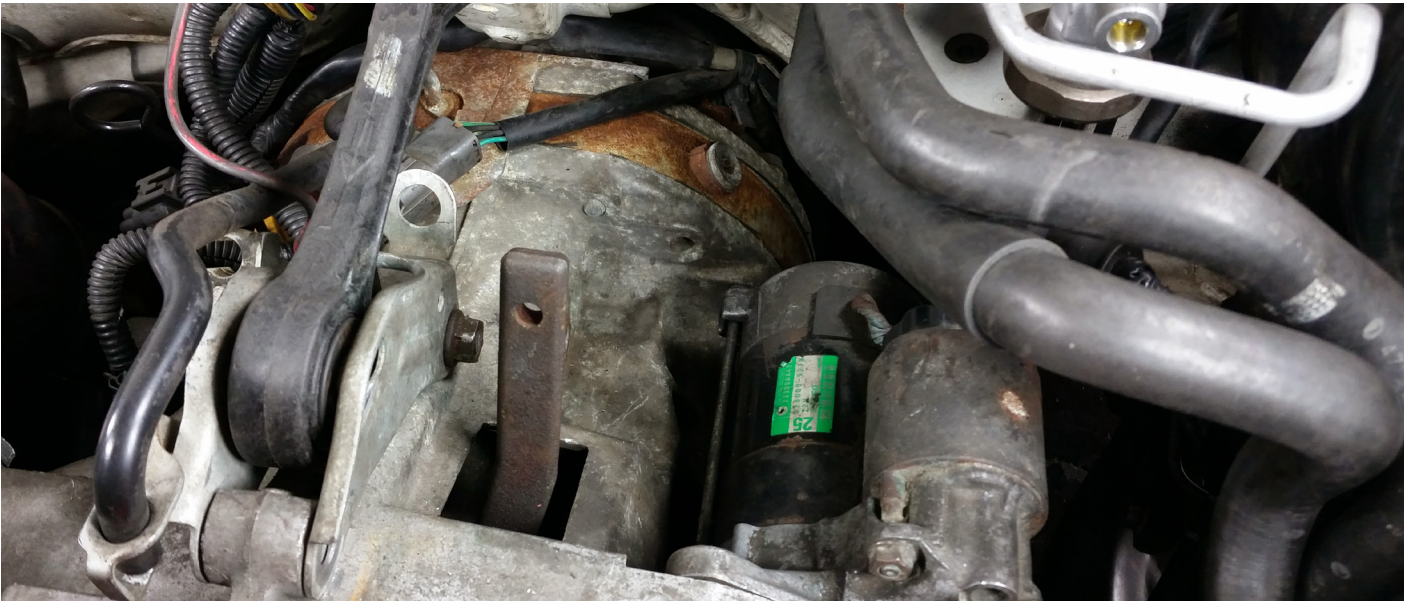
Starter Bolt	M10-1.25x110HHCS10.9	45ftlbs
Dog Bone Bracket Bolt/Nut	M10-1.5x50RHS10.9	35ftlbs
Slave Cylinder Bolts	M10-1.5X18SHCS12.9	40ftlbs
Engine ground Bolt	M8-1.25x25SHCS12.9	20ftlbs



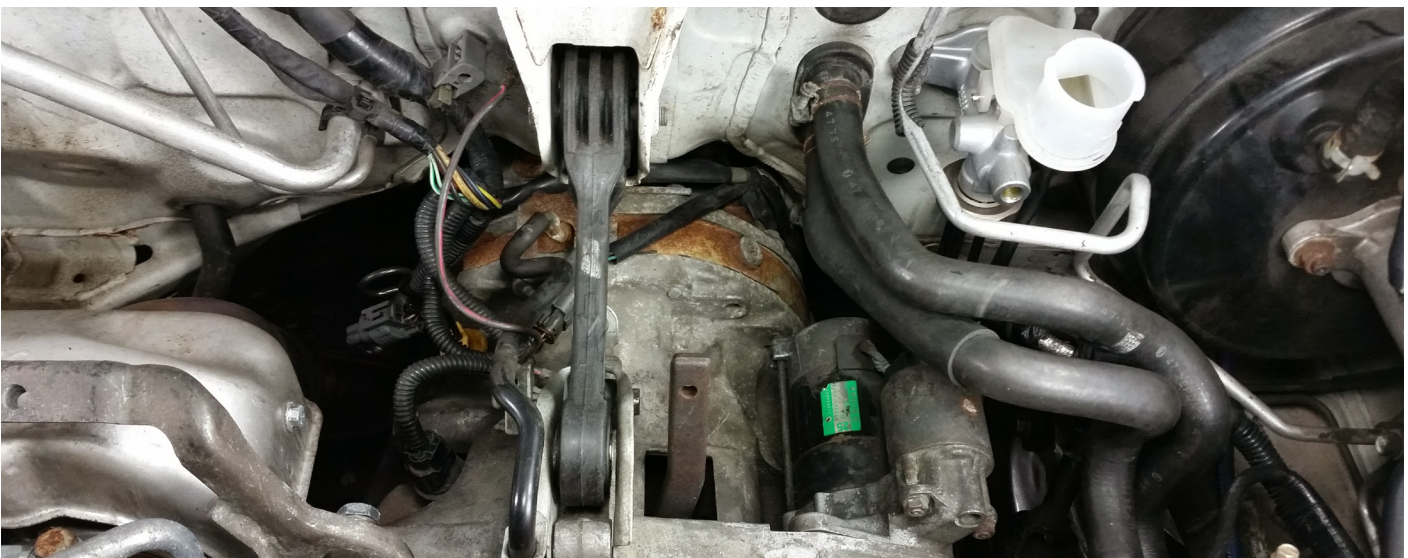
TM4-15031-CONV-B Conversion Kit Parts List

Description	Part Number	Torque
Starter Bolt	M10-1.25x110HHCS10.9	45ftlbs
Dog Bone Bracket Bolt/Nut	M10-1.5x50RHS10.9	35ftlbs
Slave Cylinder Bolts	M10-1.5X18SHCS12.9	40ftlbs
Engine ground Bolt	M8-1.25x25SHCS12.9	20ftlbs
Copper Crush Washer	BLT-WASH-M10X13.95	
Clutch Fork	FRK-15031	
Flange Serated Hex Nut	M10-1.5ZPSFLN	
Metric Split Lock Washer	M10-MSLW	
Washer M10 Zinc Plated	M10X20X2-SFW	
Clutch Slave Cylinder	SH6218	
Slave Cylinder Bracket	TM4-15031-BRKT-CZP	
Washer 5/16	TM4-PP-WASH	
Clutch Hard Line 3/16"D 8"L Inverted Flare	TM5-15030-HOSE	
Throw Out Bearing Assembly	TM5-15030-TBA	

TM4-15031-CONV



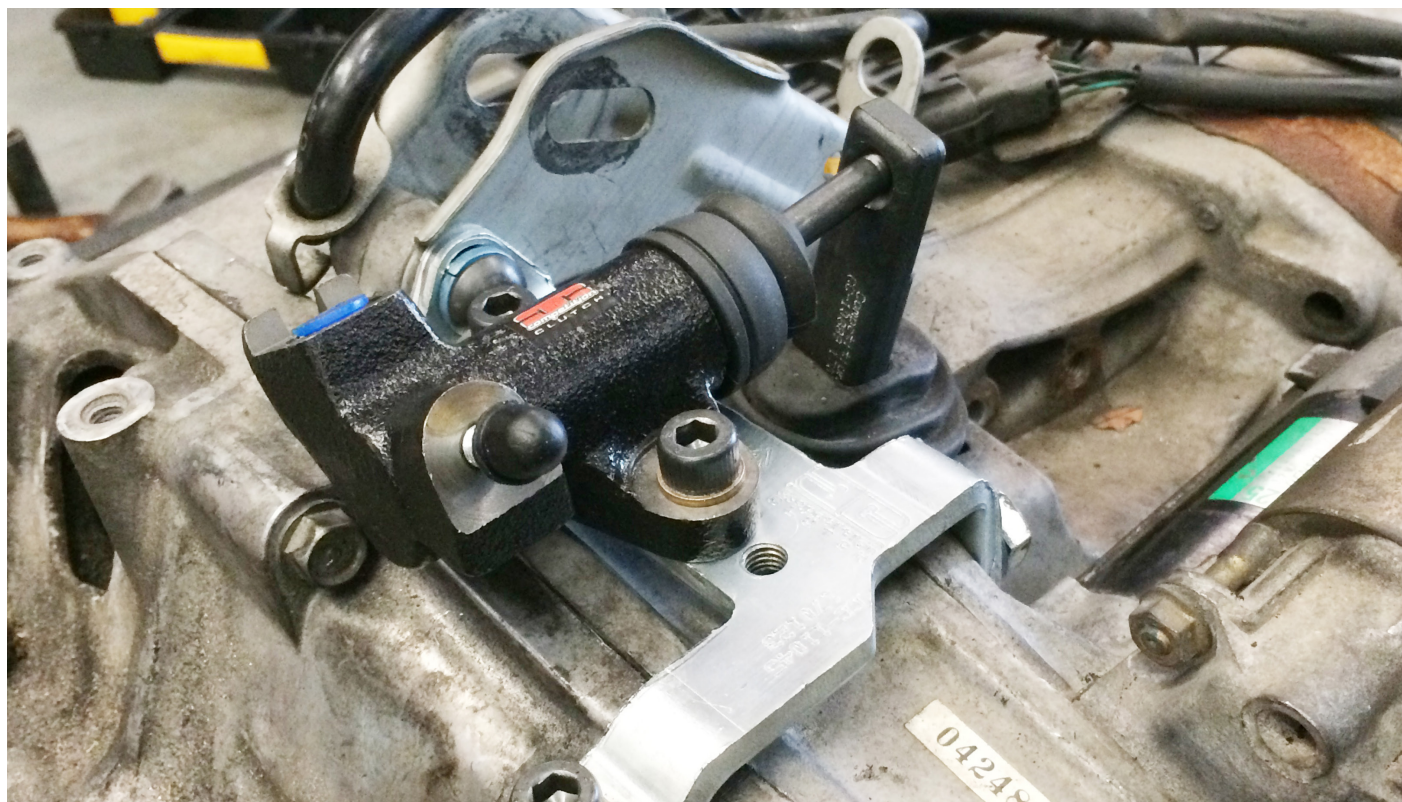
Factory release hydraulics removed closeup



Factory release hydraulics removed overview



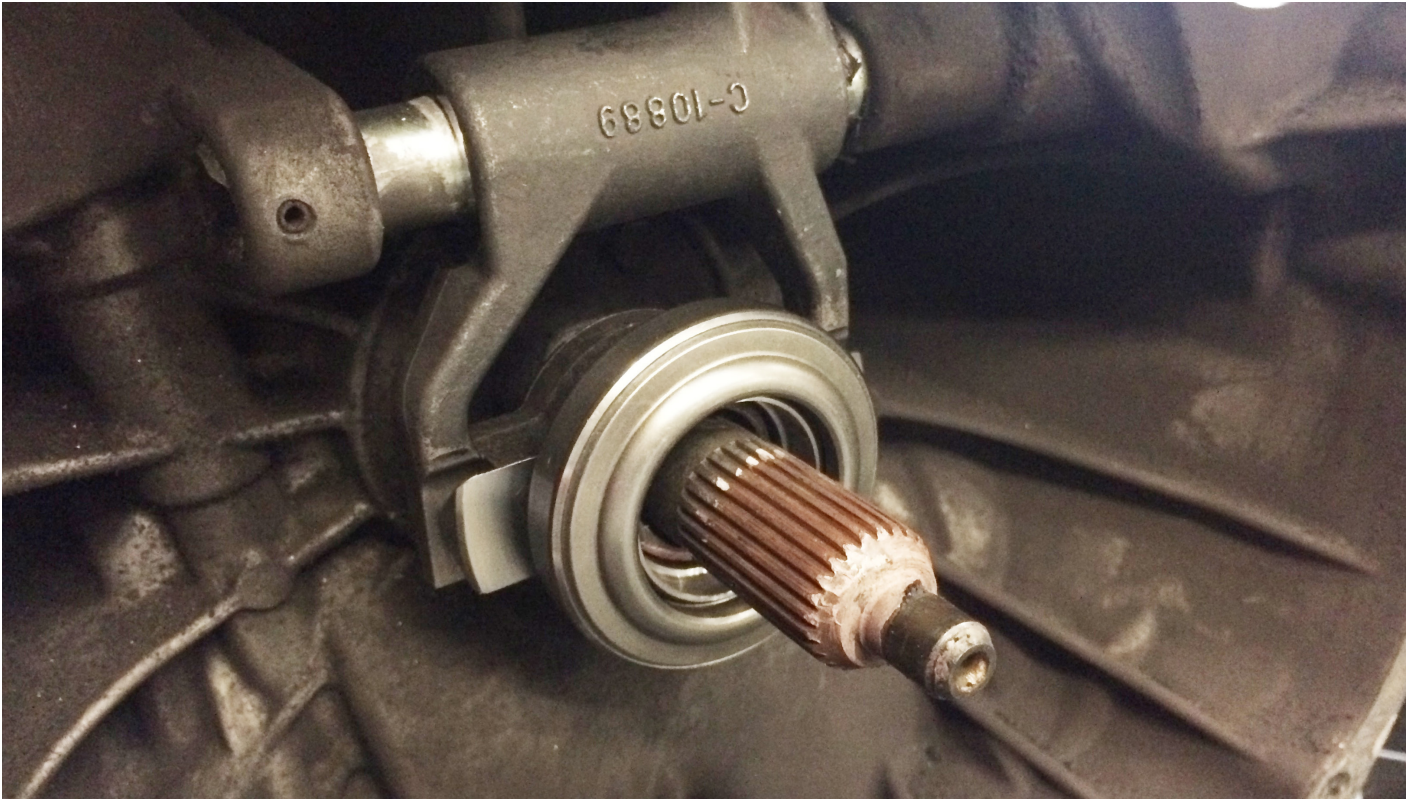
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Hydraulic slave cylinder and bracket installed



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Clutch fork and bearing installed