

INSTRUCTIONS

910-25600

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Hydraulic Throwout Bearing for Multi-Disk Racing Clutch

Please Read Instructions Completely Before Starting Your Installation

PARTS LIST

QTY	DESCRIPTION
1	Hydraulic Throw out Bearing
1	4AN to 1/8"NPT Fitting
1	1/4"-28 Bleeder to 1/8" NPT
2	3/8"-16 x 2-1/2" Set screw
2	5/16"-18 x 2-1/2" Set screw
6	5/16"- 18 jam nut
6	3/8"-16 Jam nut

WARNING!

Do not use this throw-out bearing with anything other than a 7-1/4", 5-1/2", or 4-1/2" diameter multi disc clutch

The bearing must be adjusted to the proper clearance or the unit will be damaged.

This throw out bearing is designed to be used with a 3/4" master cylinder.

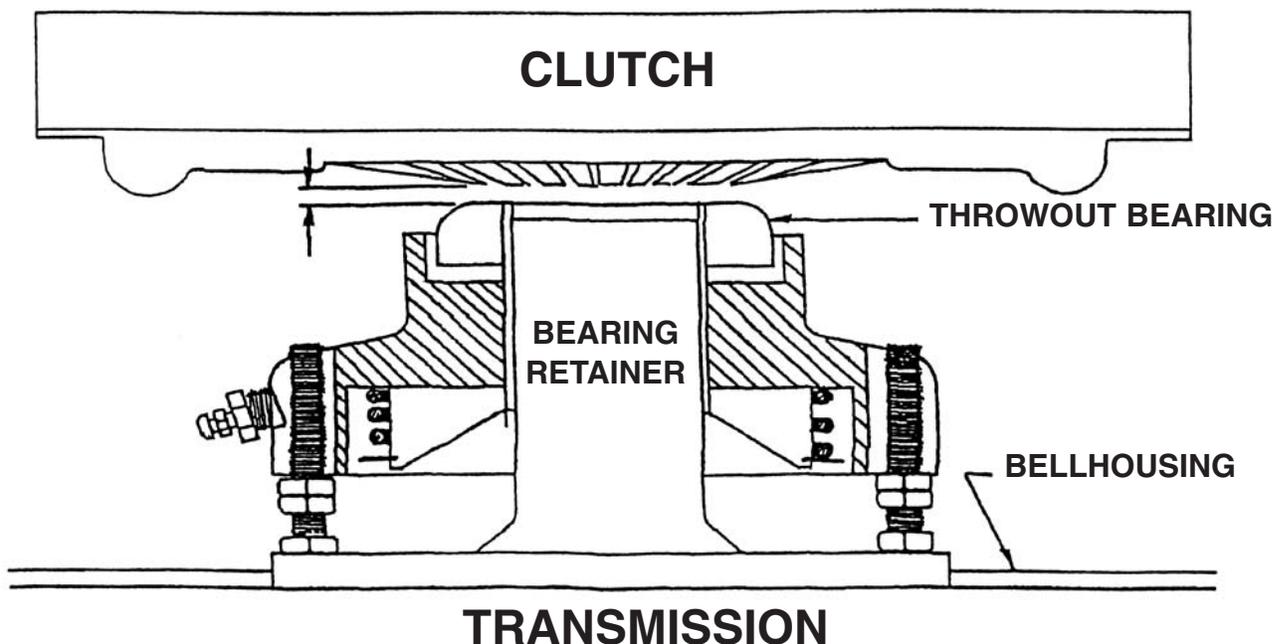
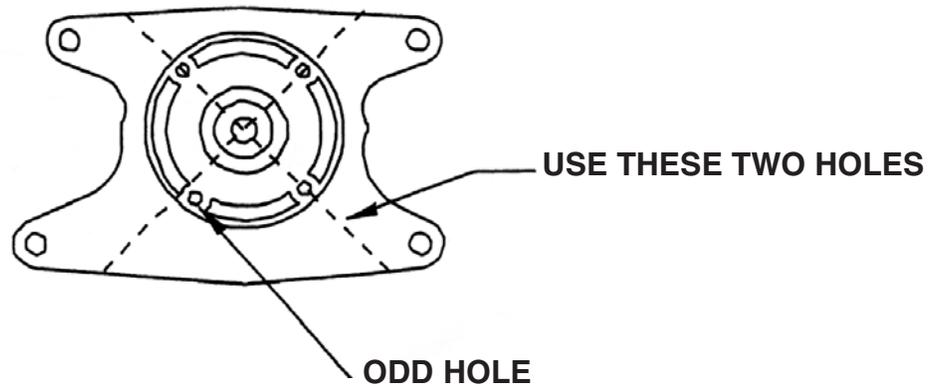
Never allow hydraulic throw out bearing components to come in contact with petroleum base fluids. Only use DOT 3 or equivalent non-silicone brake fluid.

1. Facing the transmission remove the bearing retainer bolts opposite each other and replace them with either the 5/16" or 3/8" studs. Install one of the jam nuts on each of the studs and tighten. Loosely install two more jam nuts on each of the studs, turning them to the bottom of the stud.
2. Install the throw out bearing over the bearing retainer shaft placing the inlet and bleeder hole toward the clutch fork hole in the bell housing.
3. Assemble your flywheel and clutch on the crank and bolt on the bell housing.
4. Measure the distance from the bell housing surface to the clutch fingers. From that measurement subtract 1/8" and write it down.

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5. Measure from the transmission surface to the bearing surface. Adjust the top jam nuts out equally until the measurement equals the measurement you wrote down. Check the top jam nuts again to make sure they are equal distance from the transmission surface
6. Being cautious not to move the top jam nut, adjust the middle nut out against the top one and lock them together.
7. Attach a #4 flexible line to the bottom fitting.
8. Install the transmission and throw out bearing assembly. If this procedure has been done properly, there should be 1/8" clearance between the bearing and the clutch fingers.
9. Bleed the system thoroughly, making sure that if there is a high spot between the bearing and the master cylinder that the air is bled from the the high spot. If you're using a hydraulic coupler in the line, it is necessary to bleed the system after the line has been disconnected from the master cylinder.



IMPORTANT

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