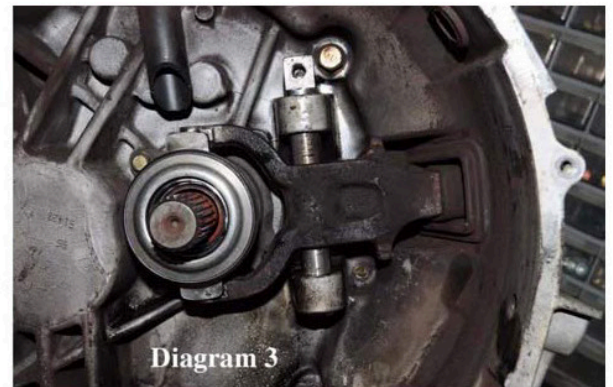


Mitsubishi Evo Pull to Push Conversion

1. Loosen the bolts for the clutch release fork. Extract the shaft and remove the clutch release fork. (The stock spring (x2) and felt ring (x2) will not be used again.) (Diagram 1A & 1B)
2. Place the bearing sleeve (Diagram 2) so that the tip of the release fork pushes the bearing sleeve. (You have to make sure the release fork is upside down.) (Diagram 3)
3. Clean the bearing area and apply high temperature UREA grease or equivalent.
WARNING! DO NOT PUT ON EXCESSIVE AMOUNTS OF GREASE.
4. Remove the slave cylinder from the clutch case.
5. Install the clutch and transmission to the motor.
6. Modify the slave cylinder--refer to "Modification of slave cylinder" on page 2
7. Protect the contact point between the slave cylinder and rod—refer pg 2-3
8. Attach the modified slave cylinder to the transmission
9. Bleed the clutch system
10. Inspect for any leaking fluid.

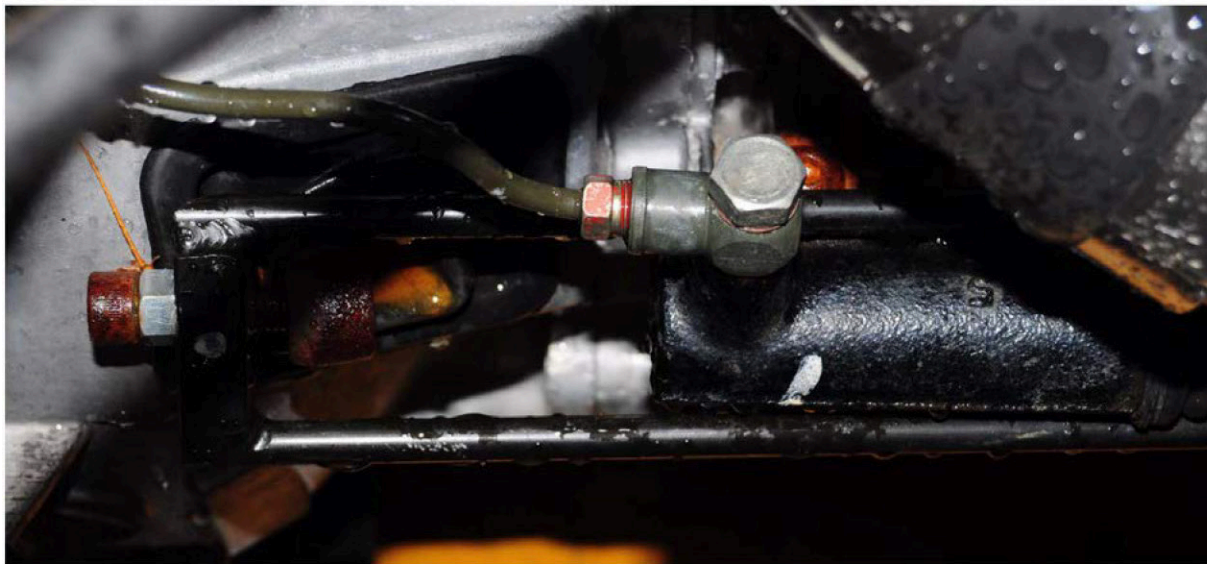




Modification of slave cylinder

The location of the bleeder valve and the fluid entry port will be reversed in this procedure

1. Remove the slave cylinder from the transmission.
(The slave cylinder is to be modified and will be put back with the direction reversed to change the pull style to push)
2. Remove the bleeding valve and clutch hose from the slave cylinder.
3. Remove and discard the valve and spring from the port where the stock clutch hose was attached.
4. Refer to "Mitsubishi Slave Cylinder MD748617 Modification" PUB-5106SC2-1
5. Attach the clutch hose to the modified bleeder port using 2 new crush washers
6. Install the bleeder in the original fluid entry port
7. Adjust the fork, push bolts so that the clearance between the release fork and the edge of the reverse rod will be 3mm, and ensure the lock nut is tight. Refer to "Clearance adjustment for the release fork, reverse rod, and slave cylinder assembly"
8. If there are any hoses or pipes near the release fork, reverse rod, or fork push bolts, arrange them in such a manner to avoid possible interference



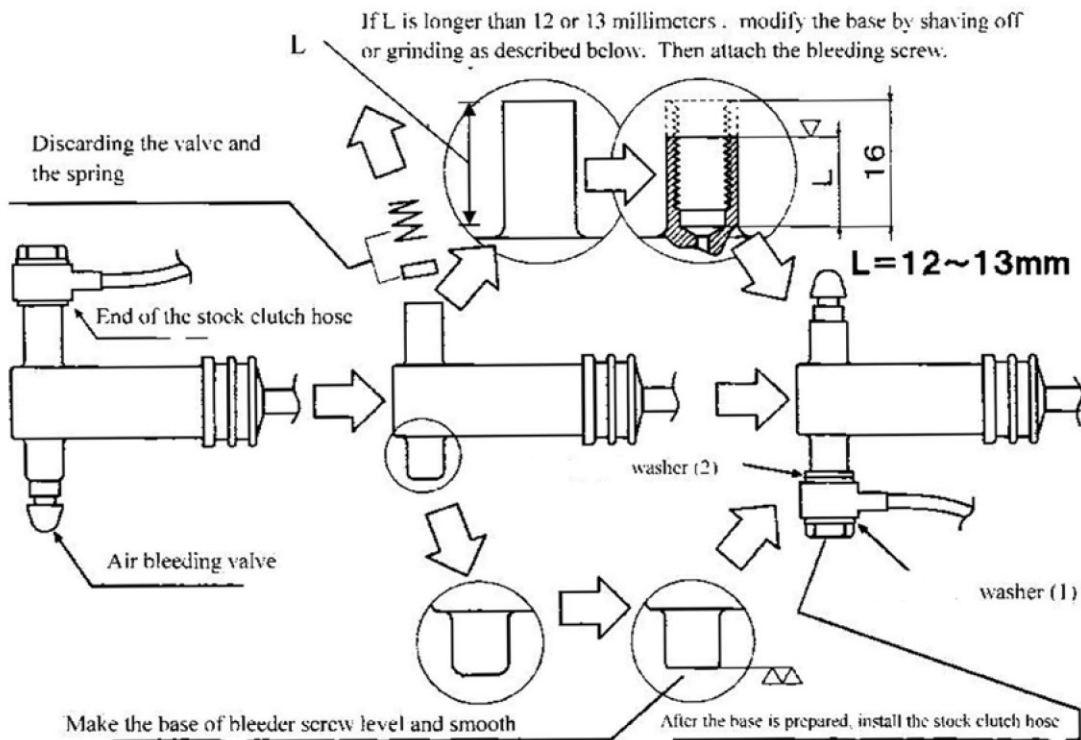
Mitsubishi Slave Cylinder MD748617 Modification

This instruction applies to twin clutches using Mitsubishi slave cylinder-MD748617. Mitsubishi Evo 4-9MR, Mazda FD3S, Honda S2000 AP1, AP2, and Honda NSX NA1, NA2

Since early 2007, an oil leak from the air bleeder valve has been reported several times after it was modified based upon the instructions provided by us. The cause of the leak turned out to be the new height of the bleeder base described "L" in the diagram below. The height of the bleeder base has been increased by several millimeters and the top of the air valve does not reach the seal bottom without further modification. If your clutch kit comes with this new slave cylinder, please modify the cylinder as follows.

Modification of the base (where stock clutch hose is attached)

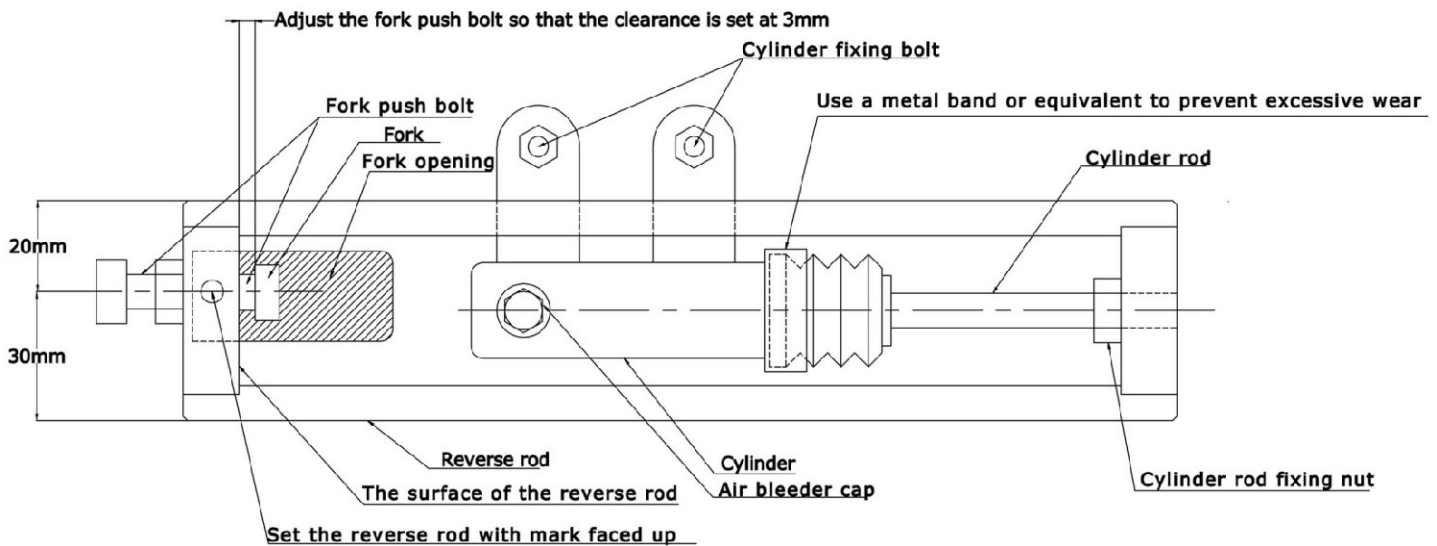
1. Measure the height of the base "L" with calipers.
2. If "L" is 16mm, modify the height of the base by shaving of 3-4mm. Then insert the air bleeding screw.
3. If "L" is 12-13mm, no modification is necessary. Insert the air bleeding screws.





Clearance adjustment for the release fork, reverse rod, and slave cylinder assembly

Fix the fork push bolt and cylinder rod to the reverse rod with the clearance between the inner surface and the reverse rod and the fork adjusted to 3mm



California Proposition 65 WARNING:

This product may contain chemicals known to the state of California to cause cancer or birth defects or other reproductive harm.