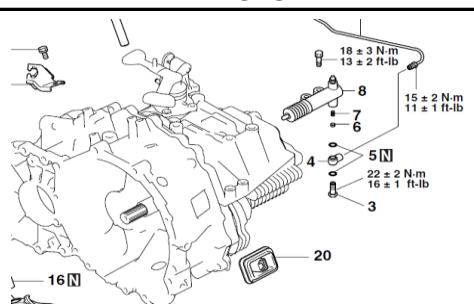





| STEP | TOOLS NEEDED | INSTRUCTIONS | PHOTO |
|------|------------------|--|---|
| 1 | 12MM socket | Remove intercooler/intake pipes as needed to gain access to the clutch slave cylinder. |  |
| | | Remove the two bolts holding the clutch slave cylinder to the transmission housing. These bolts will not be reused. | |
| | | It is not necessary to disconnect the hydraulic line. | |
| | | | |
| 2 | | To assemble the clutch fork stop, first install the hex nut onto the hex bolt. |  |
| | | Next, screw the bolt into the threaded hole on the clutch fork stop. Thread the bolt in as far as possible to allow clearance during assembly. | |
| | | | |
| | | | |
| 3 | 6MM Allen wrench | Using the included Allen head fasteners, install the clutch fork stop as shown. |  |
| | | Torque to 13-15 ft-lbs. | |
| | | | |
| | | | |
| 4 | 13MM Wrench | Unscrew the hex bolt until it is almost touching the clutch fork, leaving about 1/16" (1.5mm) gap. Tighten the lock nut to secure the bolt. |  |
| | | Periodically check the gap since it will be reduced as the clutch wears. | |
| | | Adjust the hex bolt as needed. Failure to do this could prevent the clutch from fully clamping. | |
| | | | |