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CK01.Doc
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**FITTING INSTRUCTIONS FOR THE INSTALLATION OF A
HYDRAULIC CLUTCH TO HQ-HJ-HX-HZ
& WB HOLDENS.**

**PARTS LIST FOR HYDRAULIC CLUTCH KIT TO
HQ-HJ-HX-HZ & WB HOLDENS**

- 1 Off Master Cylinder - P5718
- 1 Off Slave Cylinder - P4519 for 6 cylinder or P5841 for 8 cylinder
- 1 Off Firewall Bracket - FWB 01
- 1 Off Hydraulic Line - Line 01
- 1 Off Clutch Bracket - CB 01
- 1 Off Spring - Spring 01
- 1 Off Adjustable Push Rod - PR 01
- 1 Off Firewall Push Rod - PR 02
- 1 Off Hydraulic Rose Joint - RJ 01
- 2 Off Brass Fittings - Union 01
- 2 Off Copper Washers - Washer 01

Bolt Kit:

- 3 Off 5/16" x 1 1/4" unc bolts
- 1 Off 5/16" x 1 1/2" unc bolt
- 6 Off 5/16" Flat washers
- 4 Off 5/16" Spring washers
- 2 Off 5/16" unc nuts
- 3 Off 3/8" x 1" unc bolts
- 1 Off 3/8" x 1 1/4" unc bolt
- 1 Off 3/8" x 1 3/4" unc bolt
- 6 Off 3/8" Flat washers
- 5 Off 3/8" Spring washers
- 2 Off 3/8" unc nuts
- 1 Off 3/8" x 1 1/2" unc Bolt (For RJ 01)
- 1 Off 3/8" Nyloc Nut (For RJ 01)
- 1 Off 3/8" unf nut (For PR 02)
- 1 Off Firewall plate (FWB01A)
- 1 Off 5/16" unf nut (For PR 01)

Variations: The kit will not fit models with four wheel discs as boosters are a different shape. Modifications are required to install the kit into these models. On HZ & WB models the bellhousing, throwout fork and thrust bearing will need replacing with units from HQ-HJ-HX models.

If a Chev engine is used with the original G.M. Bellhousing then a slave cylinder with a bore size of 1-16th" must be used and we make mounting brackets to suit. There is one to suit the drivers side using a small diameter bellhousing, flywheel and clutch and another bracket to suit the passenger side when a large diameter bellhousing, flywheel and clutch are used.

We can supply a longer line for left hand hook-up as well as the correct pivot ball, throwout fork, dust cover, starter bracket, bolts etc. for your Chev conversion.

When installing the slave cylinder and bracket be sure all faces are sitting square when bolted up and the push rod is at a correct angle or running square with bore of cylinder. Bolt master cylinder to bracket, sit bracket on top edge of booster with cylinder resting against booster, mark mounting holes.

Remove the front seat as time and back pain will be saved by doing so.

Remove booster using socket universal. Fold booster forward but don't disconnect the lines.

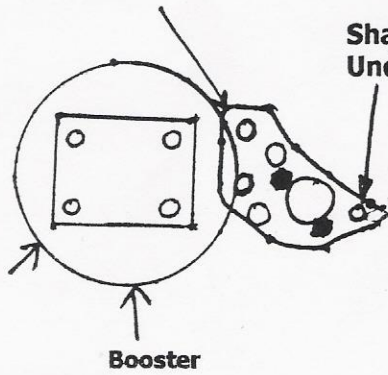
Using a 1-1/2" hole saw, saw through the bracket, drill hole for master cylinder. Cut slowly as firewall is at an angle here. Refit booster.

Drill through the two holes that hold the original clutch linkage to the firewall. Bolt the bracket on and tighten the two bolts. With bracket sitting square, drill the untapped hole and the bottom hole in the bracket. Bolt the supplied shaped washer to the bottom hole inside the car.

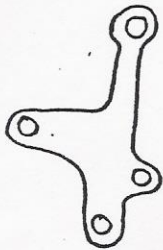
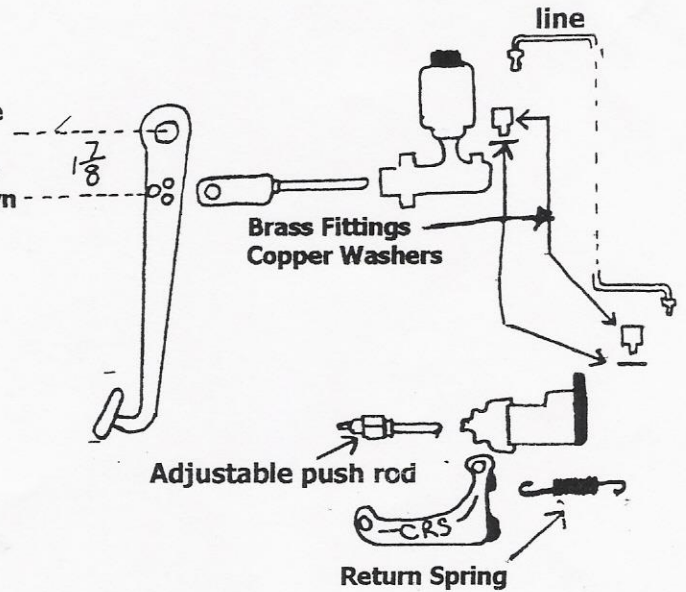
Bolt cylinder to bracket with the tapped hole. Bolt through remaining hole with nut a spring washer.

Remove pedal and drill according to sketch. The push rod can be bent to push squarely down the master cylinder if required. Raise pedal stopper to maximum height. If experiencing difficulties bleeding from underneath, pull or wedge fork to full clutch disengagement and at the same time have some-one pump the system until it takes up clearance and then release fork. This should be all that is required.

Master Cylinder Bracket



Drill three separate
3/8 holes as close
as possible to each
other, pattern shown



Left hand Chev Bracket



Right hand Chev Bracket

PLEASE NOTE: This kit may be purchased with or without cylinders, the choice is yours. If you are acquiring the cylinders yourself, following are the part numbers you will require.