

## Instruction manual to convert pull style to push for Mitsubishi Lancer Evo 4-9

### Necessary parts (It comes with clutch kit)

For the single clutch – Nissan clutch bearing (30502-14601)

For the twin & triple clutch – Toyota clutch bearing (90363-40008)

### Pull style to push style conversion process

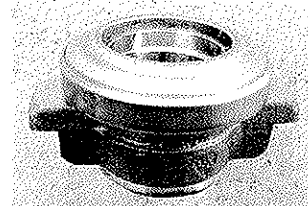
- (1) Insert Nissan clutch bearing (for the twin and the triple – Toyota clutch bearing), onto the bearing sleeve in the kit. <Diagram (1)>
- (2) Loosen the bolts for the clutch release fork, extract the shaft and remove the clutch release fork, (the stock spring (2) and felt ring (2) will not be used <Diagram (2)>
- (3) Place the bearing sleeve so that the tip of the release fork pushes the bearing sleeve. (You have to make the release fork up side down) <Diagram (3)>
- (4) Clean the area and apply grease / oil, then install the bearing sleeve.
- (5) Remove the slave cylinder from the clutch case.
- (6) Install the clutch and the clutch case (transmission) to the motor.
- (7) Modify the slave cylinder – refer to the following section.
- (8) Protect the contacting point between the slave cylinder and rod – refer to the following section.
- (9) Attach the modified slave cylinder to the clutch case – refer to the following section.
- (10) Install the reverse rod and the clutch hose.
- (11) Refer to the next page “Adjustment of the clearance between the release fork and the reverse rod”, then fix the slave cylinder to the clutch case.
- (12) Bleed the clutch system (extract unwanted air from the system)
- (13) Inspect for any leaking fluid.

### Modification of slave cylinder

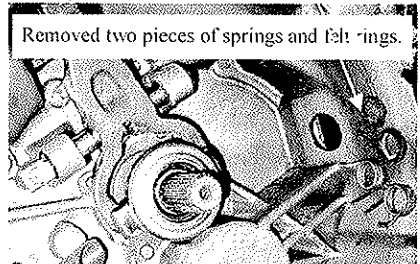
(The location of the bleeder valve and the fluid entry port will be reversed in the assembly)

- (1) Remove the slave cylinder from the clutch case.  
(The slave cylinder is to be modified and will be put back with the direction reversed to change the pull style to push style.)
- (2) When the direction of the slave cylinder is reversed 180 degrees, the air bleeder opening faces downward and bleeding air becomes impossible. So it becomes necessary to relocate (exchange the place of) the bleeder valve and the clutch hose. First, remove the bleeding valve from the slave cylinder.
- (3) Remove the stock clutch hose which is located at the opposite side of the slave cylinder from the bleeding valve.
- (4) Remove and discard the valve and spring from the port where the stock clutch hose was attached – refer to the diagram.
- (5) Refer to the diagram (modification of the slave cylinder), make the base (where the bleeding valve was attached) level and smooth by sandpaper in order to secure the tight seal when the clutch hose is attached. The clutch hose is to be attached on the entrance where the bleeding valve was originally. If the tight seal is not secured, possible oil leakage will result in malfunction of the clutch. Please pay attention to this step.
- (6) When attaching the clutch hose to the prepared bleeding valve entrance, do not use the stock copper washer (x 2) since they might have been damaged. Instead use the CARBONETIC washer (x 3) in the kit, Please refer the diagram.
- (7) Install the bleeding valve on the original fluid entry port where the clutch hose was connected.
- (8) Adjust the fork – push bolts so that the clearance between the release fork and the edge of the reverse rod will be 3mm. Then tighten the lock nut.
- (9) If there are any hoses and pipes near the release fork, reverse rod, and fork push bolts, arrange them in such a manner to avoid possible interference.

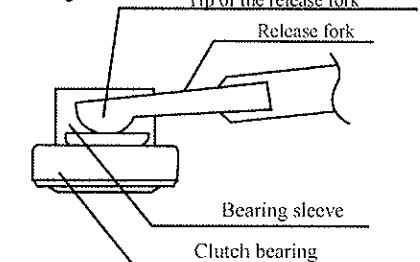
< Diagram 1 >



< Diagram 2 >

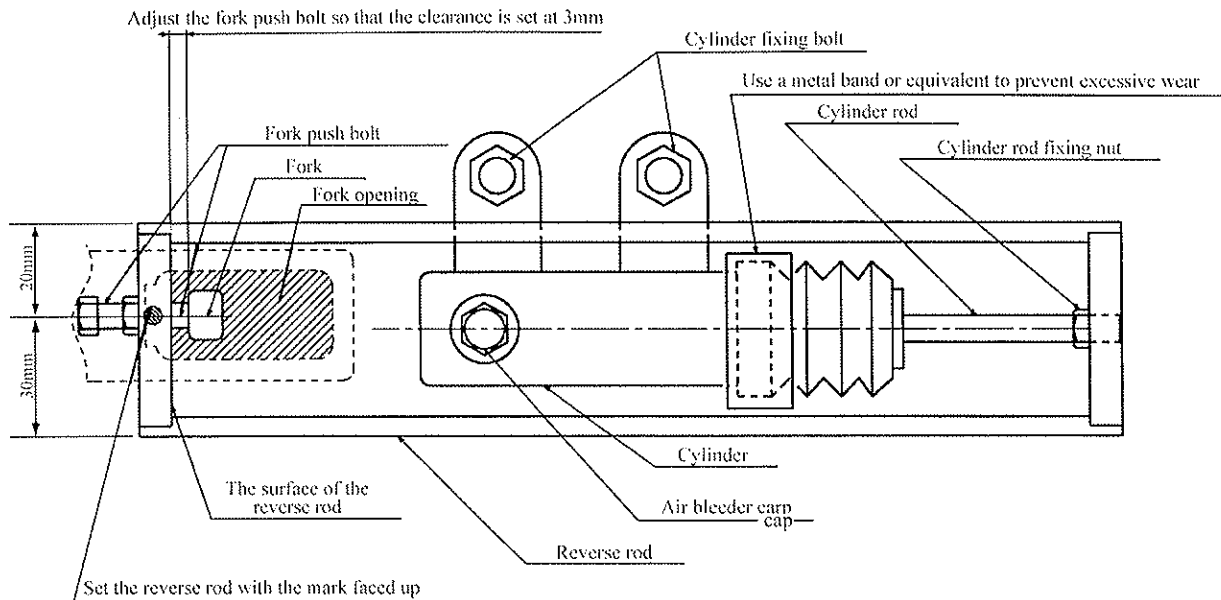


< Diagram 3 >

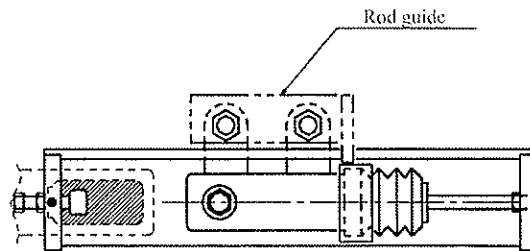


### Clearance adjustment for the release fork and the reverse rod and slave cylinder assembly

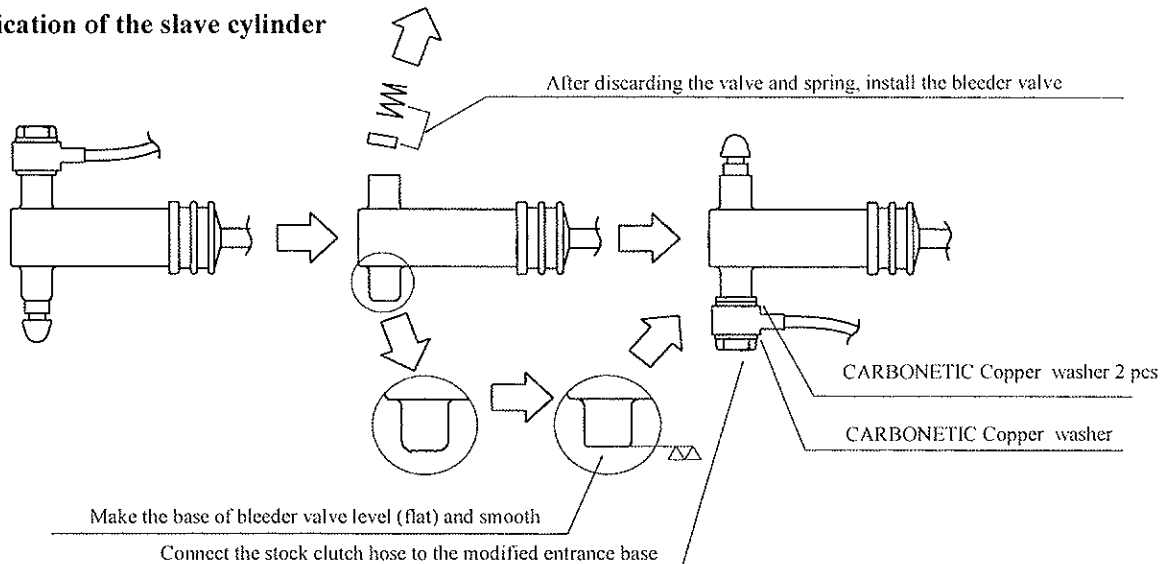
Fix the fork push bolt and cylinder rod to the reverse rod with the clearance between the inner surface of the reverse rod and the fork adjusted to 3mm.



**Note:** This newly designed kit fixes the cylinder rod to the reverse rod by the bolts eliminating the unwanted floating movement of the cylinder rod. Accordingly, the rod guide which was used for the previous version became unnecessary and it is not included in the kit.



### Modification of the slave cylinder



Supplemental note

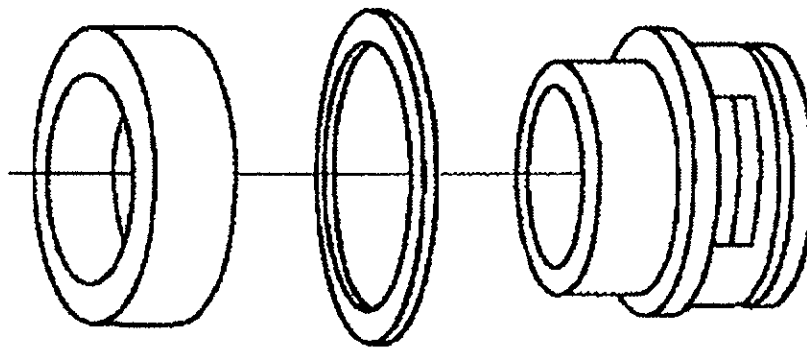
### A spacer for clutch bearing / bearing sleeve

Your CARBONETIC carbon clutch kit should include a spacer. ATS&ACROSS has modified the flywheel design slightly in 2004 and in order to maintain the correct functionality it is necessary to install the spacer between the clutch bearing and the bearing sleeve (as described in the diagram below)

If the spacer is not included, please notify ATS&ACROSS or your distributor.

If you purchased all the stock parts required for the pull - push conversion from us, it is likely the spacer is already inserted between the bearing and the bearing sleeve at the factory. In that case, no additional assembly is required.

Thank you for purchasing CARBONETIC carbon clutch.



Clutch bearing

**Spacer**

Bearing sleeve