

STRIP OUT ENGINE, GEARBOX AND PROP SHAFT
MODIFY CHASSIS AS PER SKETCH
FIT NEW CLUTCH PLATE FIT PROP SHAFT FRONT SLIDING
YOKE REFIT PROP SHAFT WITH SPACER AND BOLTS PROVIDED.
BOLT EXISTING G'BOX MOUNTING TO GEARBOX 10mm BOLT.
FIT SPEEDO DRIVE USING EXISTING ALUMINIUM BARREL
FROM 4 SPEED BOX AND THREADED ADAPTOR HOLD DOWN
WITH CLAMP PLATE. FIT REVERSE LAMP WIRES.

SLIDE G'BOX INTO TUNNEL ENGAGING PROP SHAFT
AND FIT SPEEDO CABLE.

BEFORE FITTING CROSS MEMBER FIT GEARLEVER.
PLACE A BEAD OF SILICONE SEALER AROUND APETURE
IN GEARBOX SLIDE IN LEVER TO ENGAGE IN YOKE
HOLD DOWN WITH 3 8mm CAP HEADS.

BOLT CROSS MEMBER TO MOUNTING RUBBER WITH
2 1½ BOLTS PROVIDED. THEN BOLT TO CHASSIS.

FIT ENGINE IN NORMAL MANNER.
ATTACH BLEED PIPE BRACKET TO REAR MANIFOLD
STUD AND CONNECT PIPE.

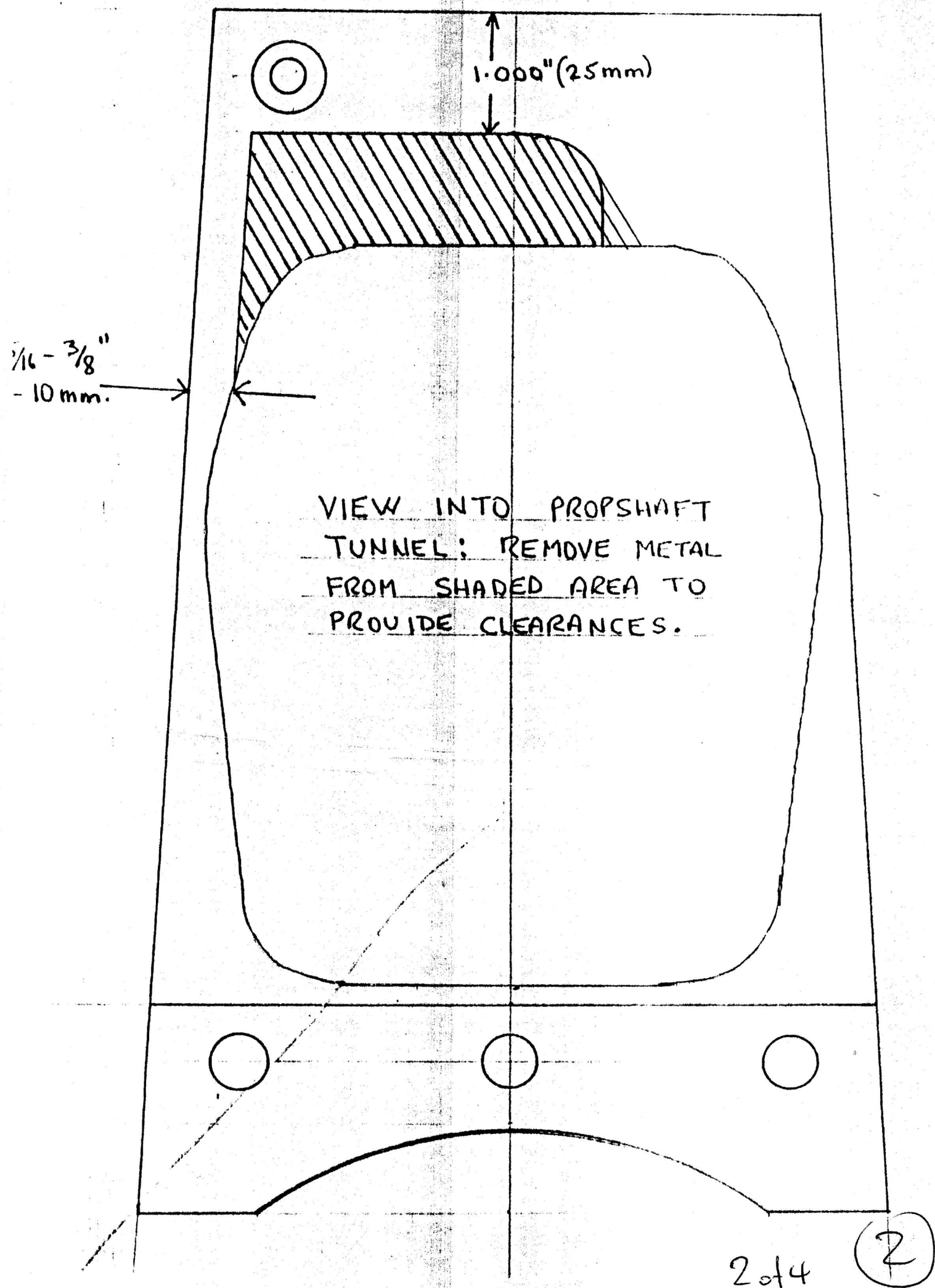
CONNECT CLUTCH FLEXI PIPE TO BELL HOUSING
WITH SHORT PIPE THEN BLEED CLUTCH.

THE BLEED PIPE BRACKET MAY NEED DRESSING
OR FILING TO BE A GOOD FIT ON THE MANIFOLD
STUDS AS THERE ARE SO MANY VARIATIONS, PACKING
OUT WITH WASHERS IS ALSO AN OPTION.

FILL GEARBOX WITH
75W/90 SEMI SYNTHETIC GEAR OIL.
DO NOT USE EP 80/90 GEAR OIL!

BEFORE FITTING GEAR BOX CHECK HYDRAULIC
CONNECTIONS TO SLAVE CYL. ASSEMBLY AND
BELL HOUSING BOLTS.

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IMPORTANT.

WE HAVE FOUND THAT SOME
ELANSO HAVE CLUTCH

COVERS OF VARYING PAD HEIGHTS FROM WHAT
WE WOULD CONSIDER THE NORM. IF ANY VARIATION
EXISTS USUALLY THE PAD IS TOO LOW CAUSING
THE RELEASE BEARING TO TRAVEL TOO FAR
DAMAGING THE RELEASE BEARING ASSEMBLY.
ON THE GEARBOX ASSY SUPPLIED THE HEIGHT OR
DISTANCE FROM THE BELL HOUSING FACE IS 89/90 MM.
THE CLUTCH COVER WHEN FITTED TO THE ENGINE
NEEDS TO COMPRESS THE BEARING BY BETWEEN
7 AND 9 MM.

FIT THE NEW PLATE AS SUPPLIED ONTO THE
FLYWHEEL AND WITH THE DIRT PLATE ON THE
BACK OF THE ENGINE MEASURE THE HEIGHT OF
THE CLUTCH THRUST PAD IDEALLY THIS SHOULD
BE 97 TO 99 MM. IF THE PAD IS BELOW THIS
FIGURE DO NOT ASSEMBLE ANY FURTHER
WE CAN SUPPLY SPACERS OF 4MM AND 6MM
TO PACK THE RELEASE BEARING ASSEMBLY.
IF YOU HAVE ANY DOUBTS PLEASE CALL.

