TM4-15031-CONV

You will be converting your clutch release system from pull-style to push-style in order to use this performance clutch kit. This conversion kit contains a clutch slave cylinder and mounting brackets, a release bearing, and all of the necessary hydraulic components and hardware required for installation. This kit was designed to use as many of your original components as possible without extensive modifications.

However, due to manufacturing variances in the OE clutch fork, you may need to sand or grind the slave cylinder end of the fork to fit the supplied pivot bracket.

The Fork Attachment Point Bracket is sized to fit the minimum thickness of the range of OE Subaru clutch forks. If your fork is thicker than this, you will need to sand or grind the fork to fit. The proper placement of the bracket is 4mm below the end of the bracket as shown.

The following steps will need to be taken while the **transmission is out of the car:**

- Start by smoothing out both ridges along the short sides of the fork. Take off a small amount of material at a time and check the fitment of the bracket. The bracket should fit tightly and not rattle.

- Once you are able to lightly tap the bracket onto the fork, you may remove it and set the bracket aside. Clean and then reinstall the fork into the transmission. Be sure to clean and re-grease the pivot rod or the fork may squeak.

- Use the supplied push style release bearing, being sure to lightly grease fork where it touches the release bearing.

  Reinstall the transmission into the car.

- Reinstall the starter as normal but leave out the top bolt.

- Remove the bolt from the dog bone bracket closest to the engine.

- Remove the clutch fork return spring and its bracket.

- Make sure that the battery is disconnected and then remove the ground cable from the engine block near the starter.

- Drain the clutch fluid reservoir.

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- Remove the slave cylinder and all of the hard lines to the master cylinder. You will only reuse the factory flex line and banjo bolt.

Install the supplied slave cylinder bracket onto the transmission. The mounting holes are slotted to accommodate manufacturing variances in the starter. Install all 3 bolts by hand before tightening them.

First, install the extended M10x110mm upper starter bolt through the slave cylinder bracket and screw it in several turns by hand.

- Next, clean any corrosion from the ground cable lug and screw it through the slave cylinder bracket into its original position using the extended M8x25mm bolt provided.

- Insert the M10x50mm bolt through the slave cylinder bracket and the dog bone mount.

- Lastly, install the slave cylinder on the bracket using the (2) M8x18mm bolts and torque all of the mounting bolts.

Install the fork attachment point bracket onto the fork 4mm below the end of the fork. Take care not to over torque the shoulder bolt or you will break it.

Install the hydraulic hard line so that the line routes underneath the heater hoses.

Reinstall the flex line as shown with the new provided crush washers being sure not to kink it.

Bleed the clutch system.

Adjust the slave cylinder push rod so that there is 6mm of free play allow the system to adjust for clutch wear.

Tighten the jam nut.

Once the release system is fully bleed verify proper movement of slave cylinder during clutch pedal actuation.

You may now continue forward with the reinstallation of the clutch as normal.

Torque Chart

Starter Bolt	M10-1.25x110HHCS10.9	50ftlbs
Dog Bone Bracket Bolt/Nut	M10-1.25x50HHFB10.9	40ftlbs
Slave Cylinder Bolts	M8-1.25x18SHCS12.9	25ftlbs
Engine ground Bolt	M8-1.25x30SHCS12.9	15ftlbs
Fork Attachment Point Shoulder Bolt	M8-1.25x18SHCS12.9	20ftlbs
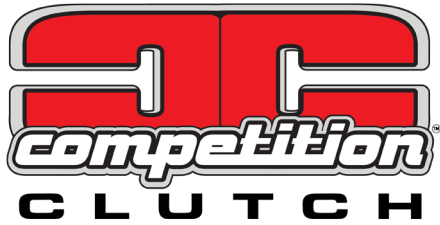
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Fork back shaved closeup

Fork front shaved closeup

Fork back unshaved closeup
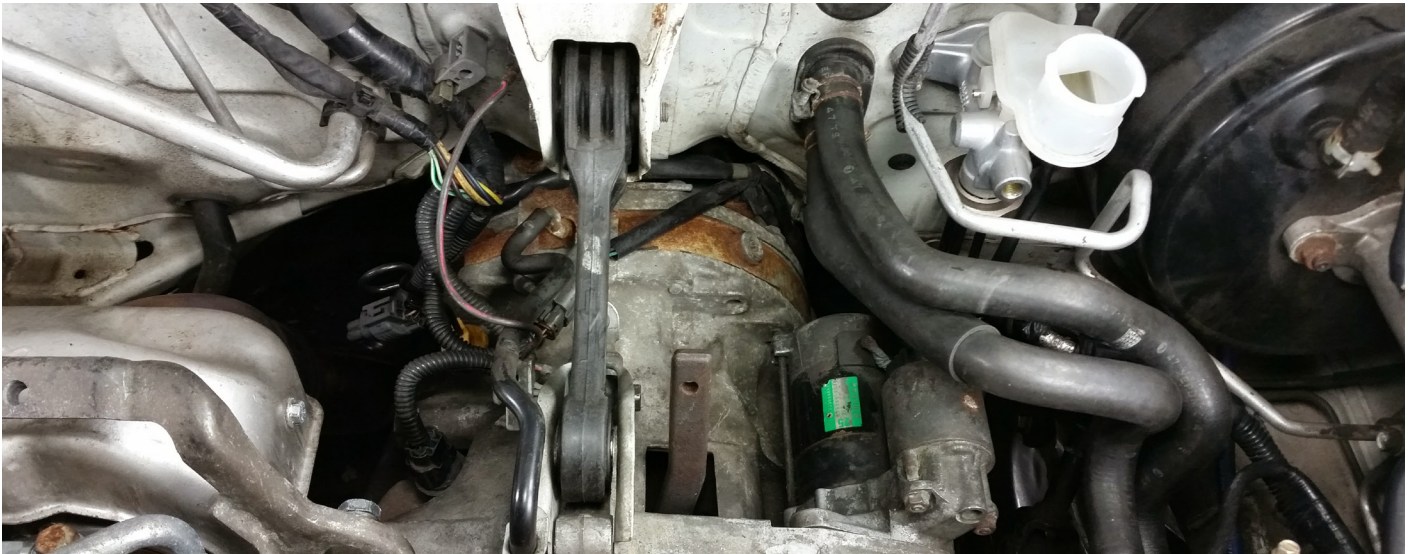
Fork front unshaved closeup

Fork front view

Fork side view closeup

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Factory release hydraulics removed closeup

Factory release hydraulics removed overview

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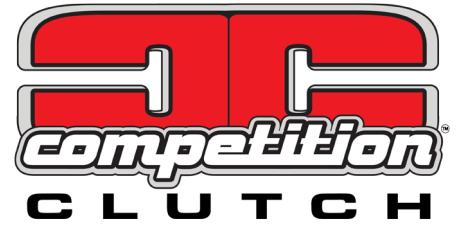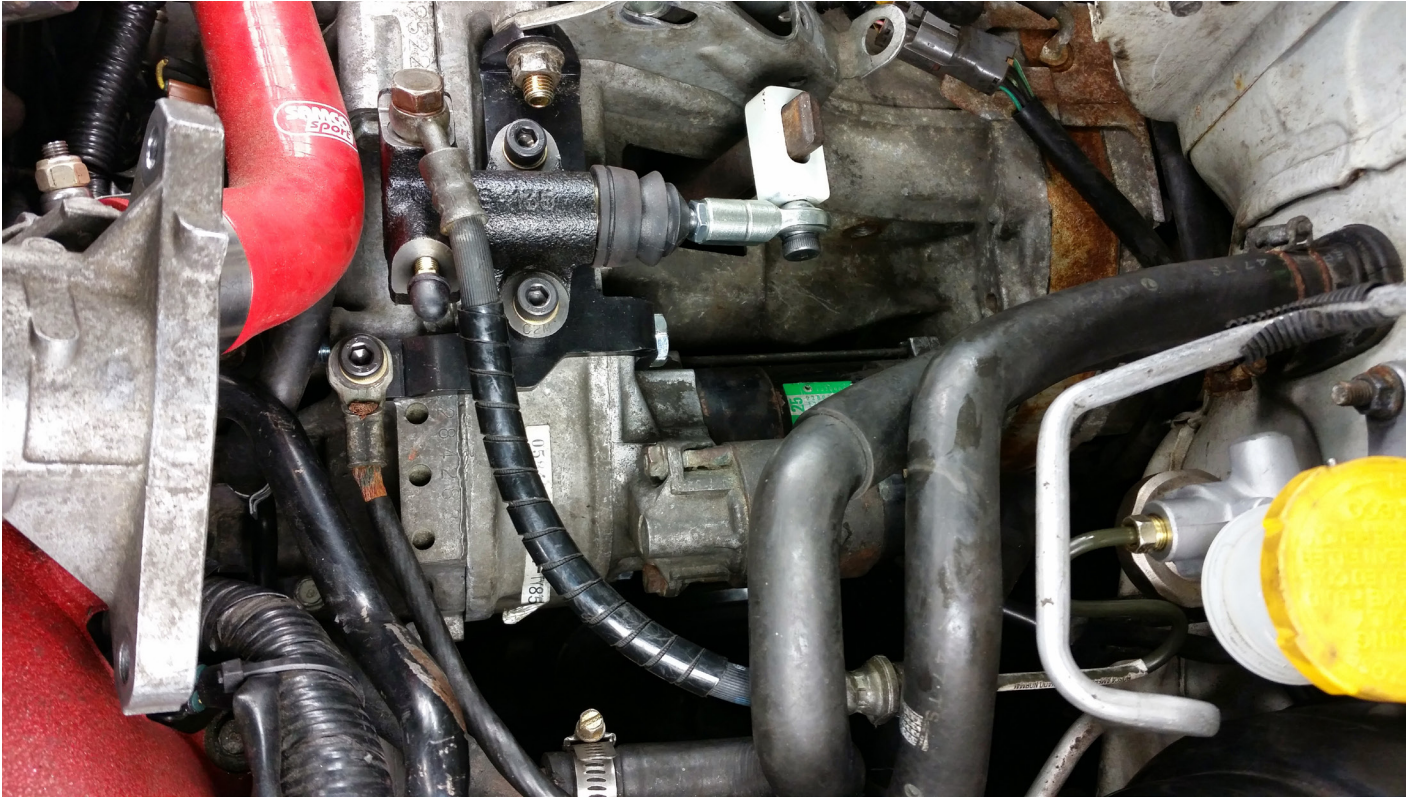

Slave and bracket installed

Slave and bracket installed closeup

Slave and hydraulics installed