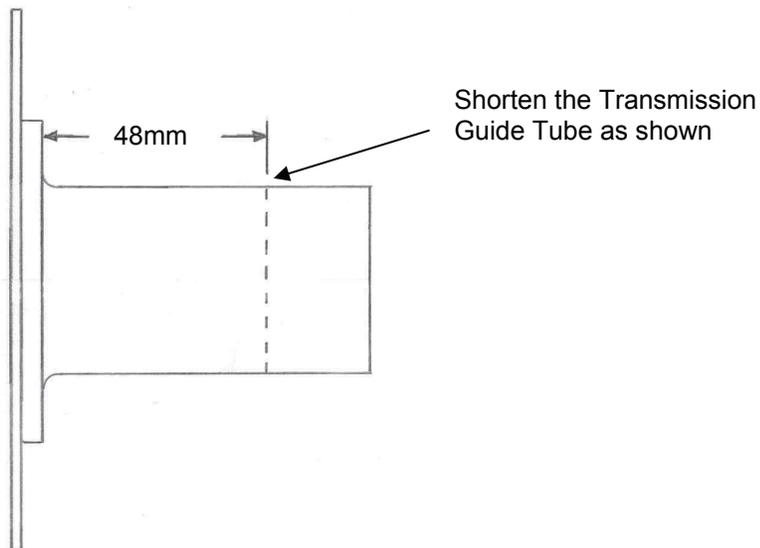


Modifications to BMW (S6S-420G) Transmission Guide Tube Required for Twin-Disc (2D) Competition Clutch Installation

Please read these instructions completely before starting this process

Installation of a JBR ULTRA-LITE Competition lightweight flywheel utilizing a Twin-Disc (2D) competition-style clutch requires the transmission guide tube be modified to accept the enclosed custom JBR TOB/Bobbin **PN 551-252**. To function properly, the OEM transmission input shaft guide tube **MUST BE SHORTENED** per the following instructions to provide adequate clearance and clutch travel. **Failure to shorten the guide tube correctly will render your clutch inoperable and may result in damage to the clutch components.**

1. Remove the OEM guide tube from the transmission.
2. Refer to the drawing below for the correct location to shorten the tube and mark with a scribe or Sharpie pen.
3. Use a tube cutter if available, or you may also use a hack saw - **EXERCISE CAUTION** as...
4. The **cut MUST BE SQUARE TO THE GUIDE TUBE CENTERLINE!**
5. Remove any/all burrs from the ID and OD of the guide tube by lightly filing
6. Finish the deburring process with fine grit sandpaper until the end and edge surfaces are smooth and without any metal burrs.
7. Remove all metal shavings by rinsing or wiping with a solvent soaked rag and dry completely
8. Trial fit the guide tube by slipping the JBR custom TOB/Bobbin onto the end and slip down to ensure it seats all the way to the machined stop, it should slide on easily and move freely without any binding. If it binds, or will not slip completely onto the guide tube— remove and repeat the deburring process until the TOB/Bobbin slides on completely and moves freely.
9. Reinstall the guide tube onto the transmission and re-assemble the clutch fork and all clutch linkage.
10. Before slipping the TOB/Bobbin onto the guide tube, be sure to wipe both mating surfaces clean before final assembly.



11/2009