

Fitting Toyota 2T or 3T Alloy Split Case 5 Speed onto any 1000, 1200, 1300, 1400 and 1500 Datsun Engine

- 1 Remove your original Datsun manual transmission, tail shaft, clutch cable, rear cross member, clutch plate and pressure plate.
- 2 The clutch fork and thrust race must be removed and retained off the Datsun.
- 3 We now supply with the kit a small grooved ring, which must be heated up and pushed onto the Toyota front flange to retain the clutch arm return spring. (Perform this prior to machining the nose cone down to accept the Datsun thrust race carrier.
- 4 The original Datsun thrust race and carrier must be bored out to 33mm, which is the size of the 2T or 3T nosecone. An alternative and better method is to machine the Toyota nosecone down to 31mm and bore the Nissan carrier out to the same size. This will allow a greater wall thickness on the carrier.
- 5 Fit the Toyota gearbox onto the bell housing using a new gasket between the box and housing.
- 6 Remove the original race out of the crank shaft and fit the new sintered bronze bush supplied into the back of the flywheel.
- 7 Fit the clutch plate supplied under your Nissan pressure plate.
- 8 Fit the clutch fork and thrust race into the new housing. Using our adjustable pivot ball and locknut supplied.
- 9 Bolt housing and box onto the engine making sure the box and gearstick clear the metal work on the floor.
- 10 Alter the Nissan rear cross member to support the Toyota box.
- 11 Connect up the speedo cable, clutch cable and alter tail shaft to length.

NOTE:

- Our kits are supplied with the 180mm clutch plate but on occasions we have found some engines to have a 190mm-pressure plate. If this is the case return your 180mm clutch plate for the 190mm unit.
- Have your tail shaft balanced. Failure to do will eventually crack the bell housing.
- Some very early Datsun 1000 vehicles have a cross shaft through the bell housing. These vehicles must be changed to the later pull type fork.