HOW TO CONVERT A TIP TO MANUAL

THE FOLLOWING GUIDE EXPLAINS THE TOOLS AND EQUIPMENT NEEDED AND HOW TO CONVERT FROM A TIP TO MANUAL

EQUIPMENT /TOOLS REQUIRED

1X DOUBLE GARAGE
1X LARGE HALOGEN HEATER
2X 3 TONNE AXLE STANDS
2X 2 TONNE AXLE STANDS
1X LARGE SOCKET SET
1X SMALL SOCKET SET.
VARIOUS SPANNER/TOOLS ETC (ALL SIZES)
1X 3 TONNE JACK
1X 2 TONNE BOTTLE JACK
1X CLUTCH ALIGNING TOOL
2X BALL JOINT SPLITTERS (FORK AND SCREW TYPE)
1X TORQUE WRENCH

COMPONENTS

1X MANUAL GEARBOX
1X CLUTCH
1X FLYWHEEL
1X PEDAL BOX SET
1X CLUTCH MASTER CYLINDER
1X CLUTCH SLAVE CYLINDER
1X CLUTCH PIPEWORK
1X MANUAL GEARSTICK AND LINKAGES
1X BRAKE/CLUTCH FLUID DOT4.1 (IIRC)
1X ASSORTED BOLTS AND FIXINGS
2.2 LITRES CASTROL SMX GEARBOX OIL

FIRST OFF YOU NEED TO JACK THE CAR UP AS HIGH AS POSSIBLE AND SECURE ON SOME AXLE STAND.

THIS SECTION COVERS REMOVING THE TIP BOX

REMOVE BATTERY TRAY
REMOVE FILTER AIR PIPEWORK.
UNDO ALL THE ELECTRICAL CONNECTIONS ON THE TOP OF THE GEARBOX. THERE IS ALSO ONE DOWN THE BACK OF THE GEARBOX FOR THE SPEEDO. IT MAY NOT BE EASY TO SEE BUT IT WILL NEED REMOVING!!!

DRAIN THE TIP BOX
REMOVE FRONT WHEELS TO GET TO THE DRIVE SHAFTS
TRACK ROD END JOINTS SPLIT.
DROP THE HUBS DOWN AFTER UNDOING THE REALLY F TIGHT NUTS ON THE END. I HAD TO WARM THESE UP WITH BLOW TORCH TO GET THEM UNDONE
SUPPORT THE HUBS WITH CABLE TIES TO STOP THE BRAKE PIPE GETTING DAMAGED

REMOVE STARTER MOTOR
REMOVE BOTH DRIVE SHAFTS

REMOVE THE DOWN PIPES AND SPLIT IT AT THE CAT.
REMOVE THE GEARBOX SUPPORT RUNNING FROM FRONT TO BACK. THIS IS 4 BOLTS AND 2 BOLTS THROUGH THE MOUNTING ATTACHED TO THE GEARBOX.
REMOVE PLATE NEXT TO THE STARTER MOTOR TO EXPOSE THE 4 BOLTS THAT CONNECT THE DRIVE PLATE TO THE TORQUE CONVERTOR.
REMOVE THE 4 BOLTS ON THE DRIVE PLATE (17MM SOCKET) USING THE CRANKSHAFT PULLEY BOLT TO 'LOCK' THE ENGINE. ALSO USE THE CRANKSHAFT BOLT TO TURN THE MOTOR TO GET ACCESS TO THE OTHER BOLTS. ITÂ€™S A BIT FIDDLY BUT NOT TOO HARD

ONCE YOU HAVE REMOVED THESE 4 BOLTS YOU SHOULD BE IN A POSITION TO UNBOLT THE GEARBOX AND BE ABLE REMOVE IT

FIRST OFF I SUPPORT THE ENGINE ON AXLE STANDS AND PIECES OF WOOD. THEN REMOVE ALL BUT THE TOP 2 BOLTS HOLDING THE GEARBOX TO THE ENGINE.

THEN PLACE THE TROLLEY JACK AND SOME WOOD UNDER THE BOX FOR MORE SUPPORT AND LATER TO ALLOW THE BOX TO BE LOWERED DOWN

I THEN UNDID THE NSF GEARBOX MOUNTING BRACKETS (LONG 17MM SOCKET NEEDED HERE) AND REMOVED THE LARGE BOLT THROUGH THE RUBBER.

REMOVE THE TOP 2 BOLTS ALLOWING THE BOX TO BE SEPARATED FROM THE ENGINE
THIS IS WHERE IT GOT MILDLY DIFFICULT

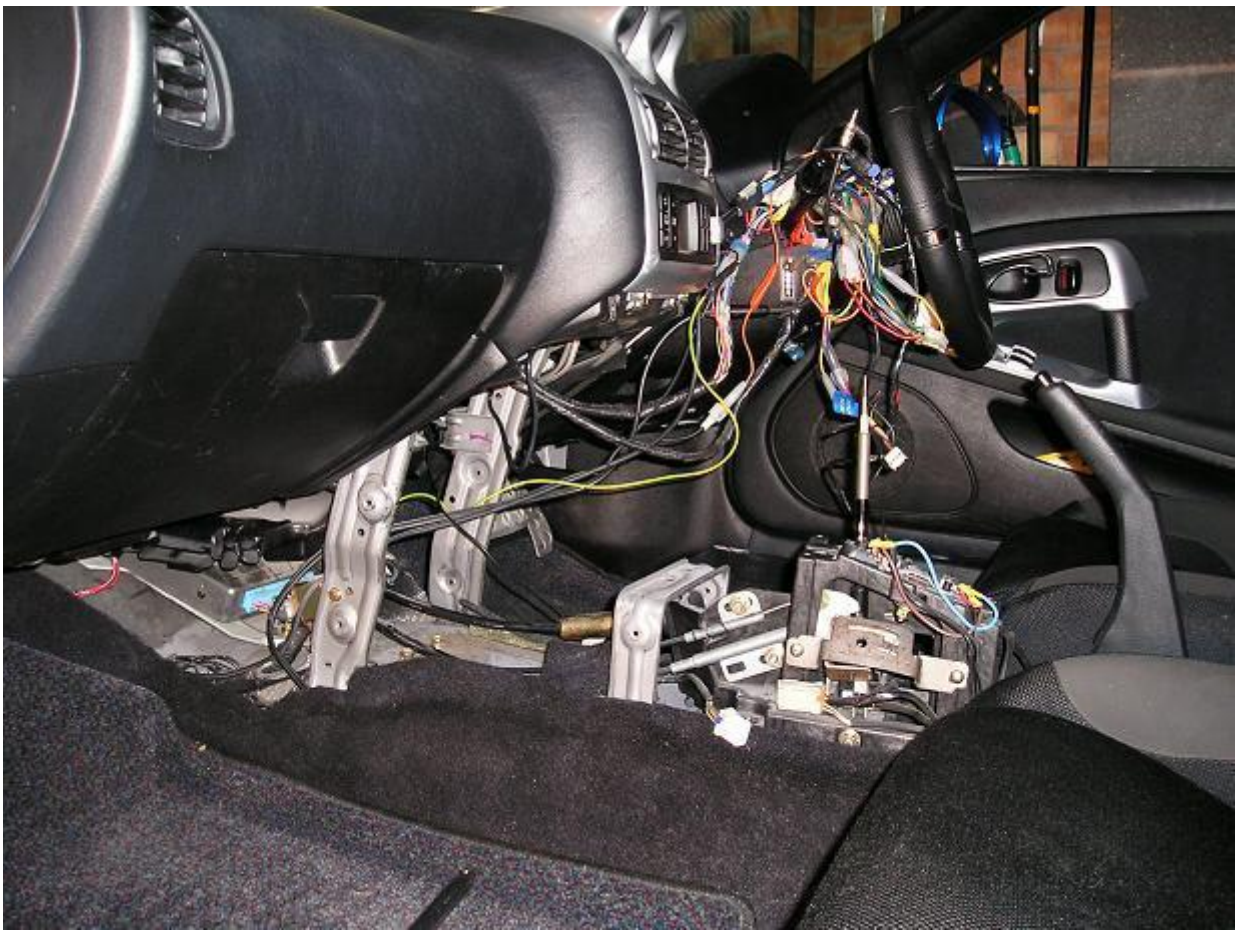
WITH A BIT OF JIGGLING (IS THAT A WORD!!) THE BOX CAN BE MOVED TOWARDS THE NSF FRONT WHEEL ARCH. THE BOX HAS TO CLEAR THE DOWELS AND DRIVE BEFORE IT CAN BE LOWERED OUT.

SLOWLY LOWERING THE JACK (GET SOMEONE TO HELP FOR THIS BIT) AND HOLDING THE BOX AT A SLIGHT ANGLE (MY BIT) IT DROPPED DOWN LOVELY TO THE FLOOR.

THE BOX WAS THEN PULLED OUT FROM UNDER THE CAR LIKE THIS!!!

THIS STAGE COVERS REMOVING THE TIP SHIFTER AND FITTING THE MANUAL LEVER

FIRST OFF REMOVE THE TIP LEVER AND SURROUND ETC.
SECONDLY REMOVE THE LOWER DASHBOARD PLASTIC PARTS AROUND THE GEAR SHIFT MECHANISM



I HAVE UNPLUGGED THE OLD TIP CONNECTIONS AND REMOVED THE 4 BOLTS HOLDING THE SHIFTER DOWN.
THE MECHANISM HAS 2 CABLES (ONE TO FOOT BRAKE AND ONE TO IGNITION) AND THE SHAFT TO THE ENGINE BAY THROUGH THE BULKHEAD AS CAN BE SEEN HERE

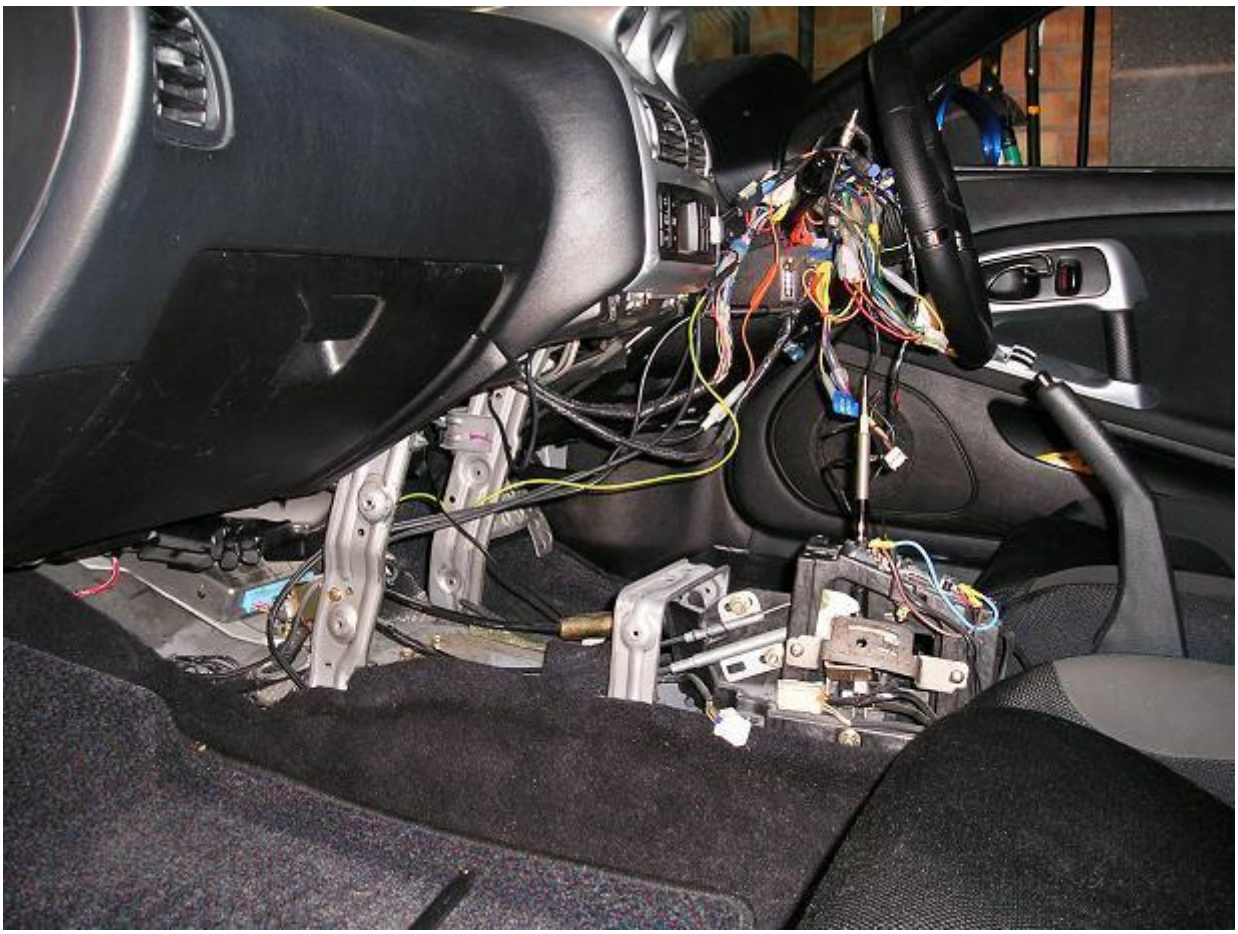
UNDO THE FLANGE PLATE ON THE BULKHEAD AND THE CABLE INTO THE ENGINE BAY CAN BE PULLED THROUGH INTO THE CAR. YOU PROBABLY GAIN ACCESS TO IT BY REMOVED THE ECU WHICH IS OBSTRUCTING THE REMOVAL. IT IS A BIT FIDDLY BUT ACHIEVABLE.

UNDO THE CABLE TO THE FOOT BRAKE AND THE CABLE TO THE IGNITION KEY SWITCH. YOU WILL HAVE TO REMOVE THE STEERING COLUMN COWLING TO GET AT THIS BIT. ITÂ€™S ABOUT 6 SCREWS IIRC. THE END OF THE CABLE HAS A WHITE PLASTIC SLIDER, WHICH CAN BE UNSCREWED

YOU SHOULD NOW HAVE ALL THE TIP SHIFTER MECHANISM REMOVED.

THREAD THE 2 MANUAL SELECTOR CABLES THROUGH INTO THE ENGINE BAY AND TIGHTEN THE FLANGE ON THE BULKHEAD. MAKING SURE YOU GET THE CABLES THE CORRECT WAY UP AND THE RUBBER IS SEATED IN THE FLANGE PROPERLY. AGAIN A BIT FIDDLY BUT ACHIEVABLE!!

BOLT THE MANUAL LEVER ASSEMBLY TO THE FLOOR PAN USING THE 4 BOLTS.



LEAVE THE INTERIOR OUT FOR THE MOMENT, AS YOU WILL NEED ACCESS TO THE BULKHEAD AGAIN LATER!

MANUAL BOX NEW PARTS FITTING

I HAD LOOKED AT THE NEW MANUAL BOX AND NOTICED THE DRIVE SHAFT OIL SEALS HAD SOME VERY MINOR DAMAGE. IT LOOKS AS THOUGH THE DAMAGE TO THE VERY EDGE OF THE SEAL OCCURRED WHEN THE DRIVE SHAFTS WERE REMOVED FROM THE DONOR CAR
I EMAILED CAMSKILL AND ASKED THEM IF THEY COULD LOCATE/GET HOLD OF THE PARTS. THEY WERE MORE THAN HELPFUL AND SUGGESTED THE 2 SEALS HAD PART NUMBER

MD755526 AND
MD755904

CAMSKILL PROVIDED THE PART NUMBERS AND I ORDERED THEM FROM MITSUBISHI

MD755526 @ Â£5.12 AND MD755904 @ Â£1.98.....SO Â£8.34 INC VAT

WHEN PICKING UP THE SEALS I ORDERED A RELEASE BEARING FOR THE CLUTCH AS WELL

MD722744 @ 45.86INC VAT

I FITTED THESE PARTS TO THE GEARBOX AND ORDERED A BRAND NEW CLUTCH PLATE AND PRESSURE PLATE FROM CAMSKILL. THE WAY I SEE IT IS, IT IS BEST TO REPLACE THE CLUTCH AT THIS POINT RATHER THAN REMOVING THE GEARBOX AGAIN LATER TO CHANGE THE CLUTCH.

REMOVING THE DRIVE PLATE AND FLYWHEEL/CLUTCH FITTING

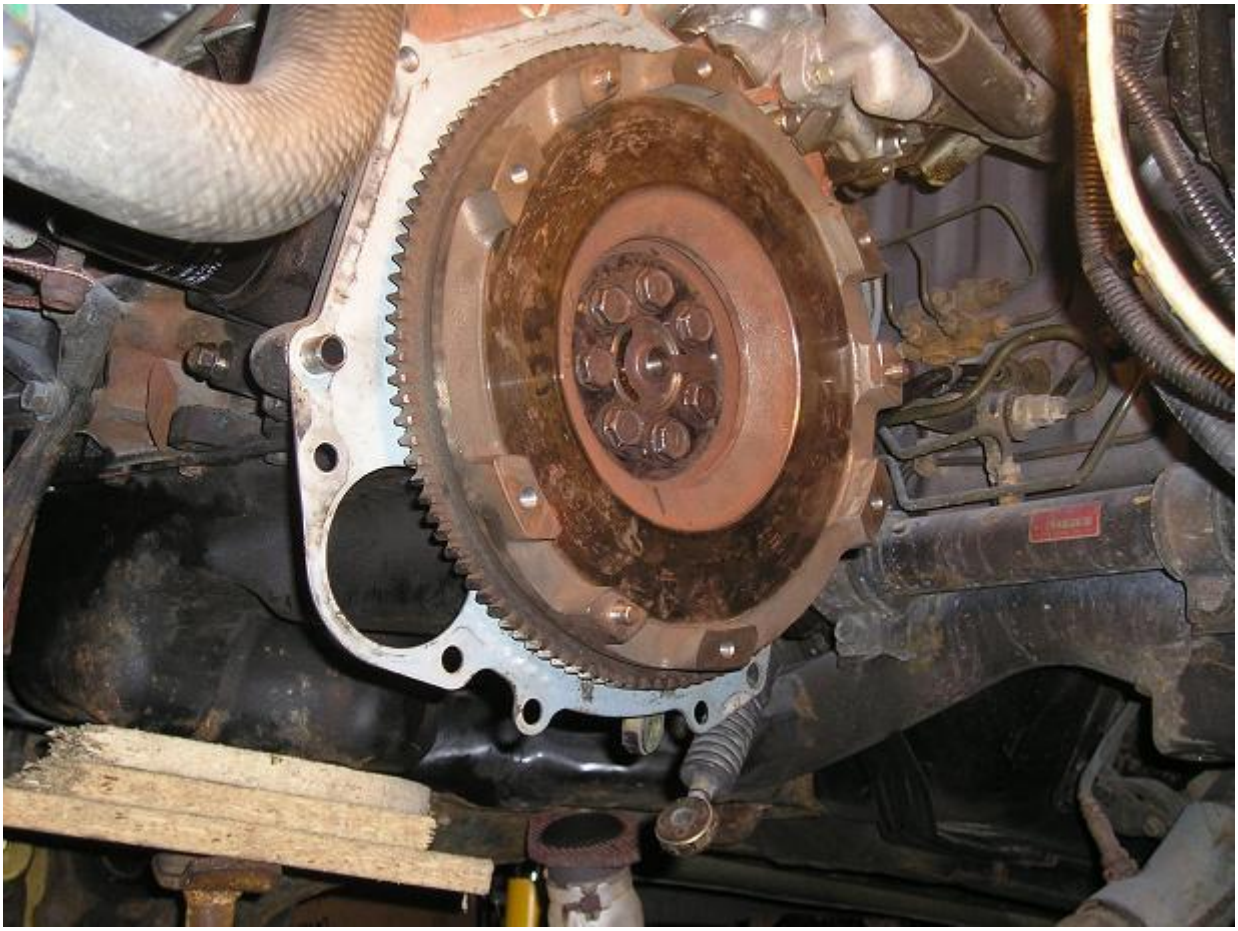
FIRST OF REMOVE THE OLD DRIVE PLATE. I CUT SOME PIECES OF 1"SQ. BOX SECTION WHICH ALLOWED THE CRANKSHAFT PULLEY BOLT TO BE LOCKED AGAINST THE FLOOR.

THIS IS THE PLATE YOU NEED TO GET OFF (TOWARDS THE LEFT OF PIC WITH THE 7 BOLTS)

I USED ANOTHER PIECE OF BOX SECTION ON THE SOCKET UNDO THEM, ANYWAY IT FLEW OFF! LEAVING THE MOTOR LOOKING LIKE THIS

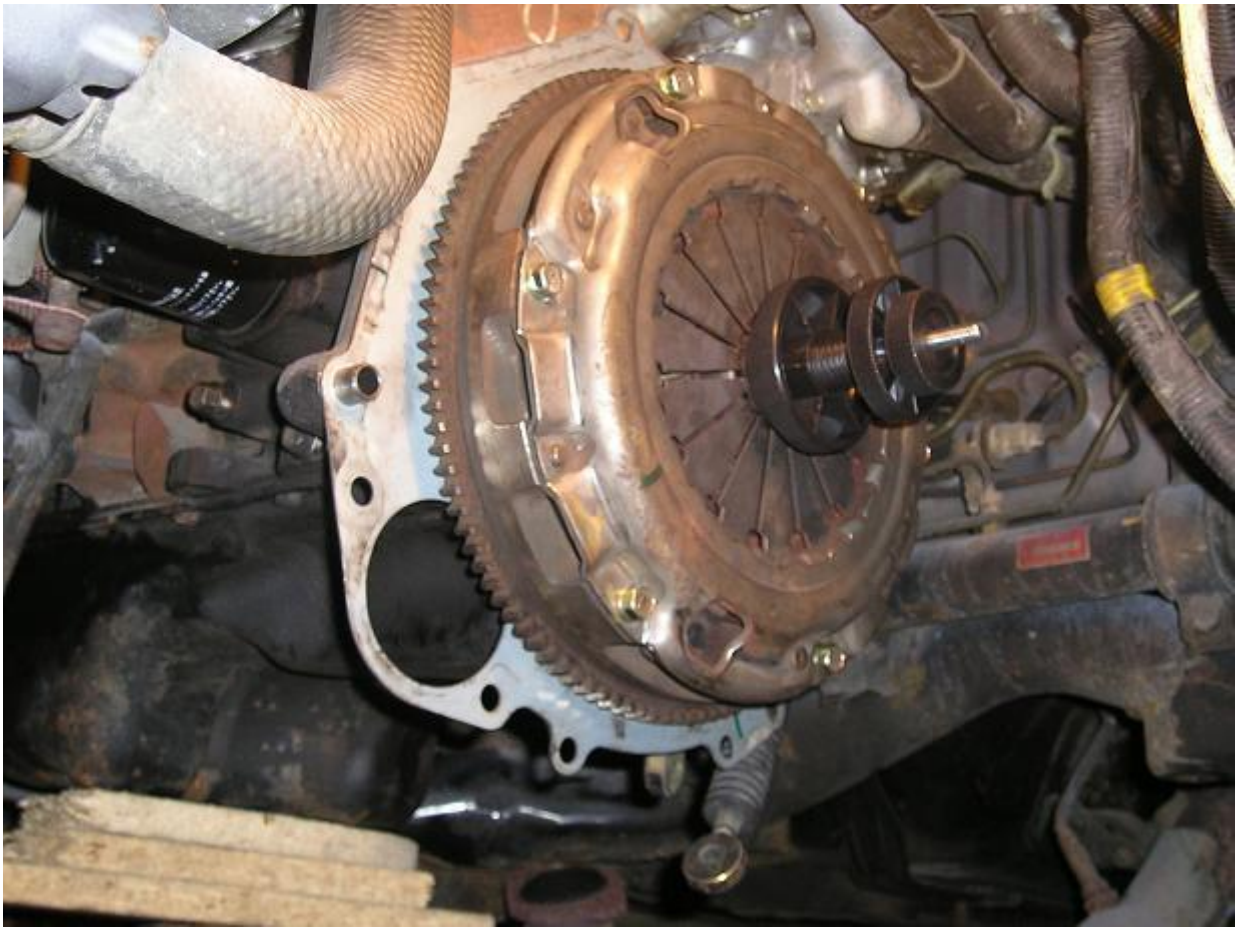
NEXT BIT IS TO CLEAN THE MATING SURFACES OF THE FLYWHEEL AND FIT THAT. IT IS A BIT AWKWARD TO GET IT ON, HOLD IN POSITION, FIT THE PLATE AND WASHER PLATE AND PUT THE BOLTS IN AT THE SAME TIME BUT ACHIEVABLE WITH A BIT OF 'JIGGLING' NOTE THAT THERE ARE 7 BOLTS AND THE ARE NOT EQUIDISTANT. THIS MEANS THE PARTS WILL ONLY FIT ONE WAY AND ALL THE PARTS NEED TO LINE UP OR YOU WON'T GET ALL THE BOLTS IN!! THE FLYWHEEL BOLTS WERE THEN TIGHTENED TO 98NM DOING OPPOSITE BOLTS IN TURN

FLYWHEEL IN PLACE AND 'TORQUED UP'



NEXT BIT IS TO USE THE CLUTCH ALIGNING TOOL AND BUILD UP THE FRICTION PLATE AND CLUTCH COVER ON THE BENCH. I USED A LAZER UNIVERSAL TOOL (ADCOTES RECOMMENDATION, THANKS) TO BUILD UP. THE KIT HAS 3 SIZED COLLETS AND THE MIDDLE SIZE WAS PERFECT!!! NEXT BIT WAS TO BOLT THE CLUTCH TO THE FLYWHEEL AND REMOVE THE CLUTCH TOOL.

PIC WITH CLUTCH TOOL IN PLACE



AFTER BOLTING UP THE TOOL WAS REMOVED AND THE COLLET PULLED THROUGH THE SPLINES. THE PRESSURE PLATE BOLTS ON THE CLUTCH COVER ARE TORQUED UP TO 44NM.

FITTING THE MANUAL BOX INTO PLACE

BEFORE FITTING THE MANUAL BOX INTO PLACE I SWAPPED THE RELEASE BEARING AND LUBRICATED THE FORKS AND SPLINE WITH CASTROL LM (LITHIUM GREASE). THE RELEASE BEARING IS HELD IN POSITION WITH A METAL WIRE CLIP AND IS EASY TO CHANGE AT THIS POINT.

THE MANUAL BOX CAN THEN BE LIFTED INTO PLACE. I DID THIS WITH THE HELP OF A FRIEND AND IT IS QUITE STRAIGHTFORWARD WHEN THERE ARE 2 PEOPLE. AT THIS POINT IT IS EASIER THE LOWER THE ENGINE DOWN SLIGHTLY TO STOP THE GEARBOX FOULING THE CHASSIS AS IT IS LIFTED UP.

I MADE A WOODEN 'DOLLY' TO SIT THE BOX ON WHILST LIFTING WITH A TROLLEY JACK. WE ALSO REMOVED THE GEARBOX MOUNTING PLATES TO MAKE THE LIFT EASIER. ALSO REMOVED WAS PART OF THE PLASTIC INNER WING (MORE TO SEE WHAT WAS GOING ON, THAN FOR ACCESS).

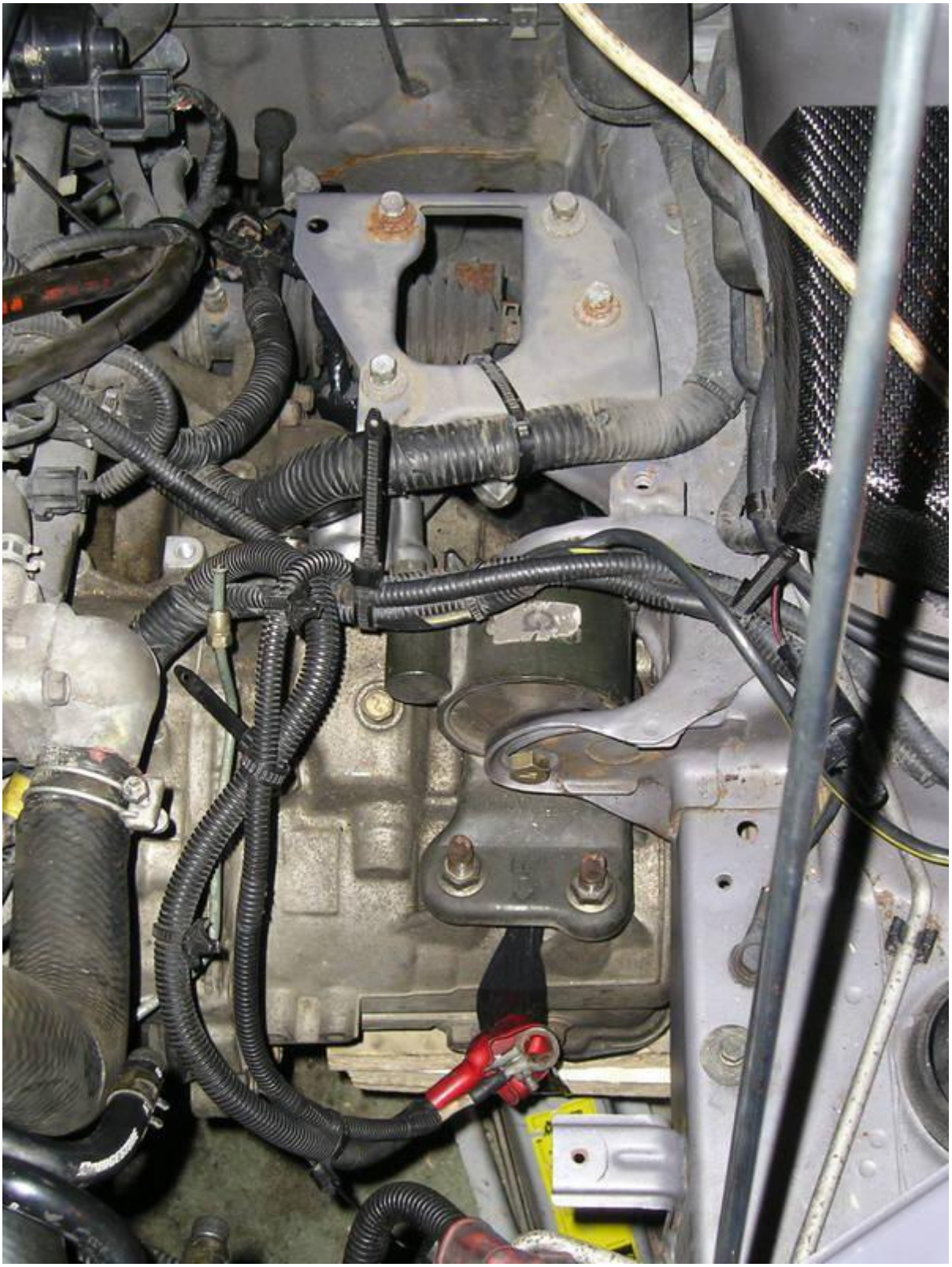
HERE'S THE BOX IN THE DOLLY. IT WAS CUT TO LET THE BOX SIT LEVEL INSIDE THE WOOD

AFTER A BIT OF JIGGLING, GRUNTING, TRAPPING HANDS, SWEARING AND GENERAL MICKEY TAKING THE BOX FINALLY WENT ONTO THE CLUTCH SPLINE.

THEN THE BOX SLID 'EFFORTLESSLY' ONTO THE LOCATING DOWELS!! PUT THE BOLTS IN BETWEEN THE ENGINE AND BOX. ALL THE BOLTS WERE TORQUED UP.

NEXT OFF IS TO REPLACE THE N/S ENGINE MOUNT. BASICALLY SUPPORT THE BOX WITH THE TROLLEY JACK AGAIN AND LIFT TO ALLOW THE AXLE STAND UNDER THE ENGINE TO BE REMOVED. WHEN REMOVED, LOWER THE ENGINE AND BOX DOWN AND BOLT UP THE ENGINE MOUNT. THIS LEFT THE ENGINE AND BOX SUPPORTED ON THE 2 OUTER MOUNTS.

HERE'S THE NS MOUNTING POINT



NEXT OFF REPLACE THE GEARBOX MOUNTING BRACKETS (RUNS FROM FRONT TO BACK UNDER THE ENGINE/BOX). THIS IS ONLY 4 BOLTS AND THEN 2 FOR THE RUBBER MOUNTS WHICH ARE BOLTED TO THE GEARBOX SO PRETTY SIMPLE REALLY.

YOU SHOULD NOW HAVE THE GEARBOX IN PLACE AND BE READY FOR REPLACING THE DRIVE SHAFTS AND THE DOWNPIPES.

FITTING THE LINKAGES

NOW THEN, WENT WELL TODAY. THE FIRST PART I DID WAS TO CONNECT THE SELECTOR CABLES TO THE LINKAGE UNDER THE BATTERY TRAY. THESE NEED A DAB OF GREASE AND ARE HELD ON WITH THE CLIPS. YOU SHOULD NOW BE ABLE TO SELECT GEARS FROM INSIDE THE CAR!

REBUILDING OTHER COMPONENTS

FIT THE DRIVESHAFTS AND HUBS. THE LARGE NUT ON THE END OF THE DRIVESHAFTS IS 198NM TORQUE
CONNECT THE TRACK ROD END AND COTTER PIN THEM.
REFIT THE DOWNPIPES AND EXHAUST
REFIT THE FRONT ROAD WHEELS
REFIT THE STARTER MOTOR
REMOVE THE OLD TIP OIL COOLER PIPEWORK. IT IS THE 2 METAL PIPES SEEN HERE

THEY GO FROM THE RADIATOR TO THE TIP BOX. YOU DON'T NEED THEM ANYMORE.

I HAVE DRAINED THE OLD ATF OUT OF THE RADIATOR AND BLANKED THEM OFF AT THE RUBBER HOSE CONNECTION LIKE THIS.

CLUTCH PEDAL FITTING, BULKHEAD DRILLING AND CLUTCH PIPEWORK

REMOVE BOTH THE SEATS TO ALLOW ACCESS AND GOT TO THE PEDAL BOX. THE TIP BRAKE AND ACCELERATOR ON BOTH CONNECTED TO THE SAME 'PEDAL BOX'. SIMPLY UNDO THE CLIP THAT HOLDS THE BRAKE CYLINDER AND REMOVE THE PARALLEL PIN. PULL THE LITTLE YELLOW PLASTIC BUSH TOWARDS THE BACK OF THE CAR AND THEN LIFT THE ACCELERATOR CABLE OUT OF THE WAY. DISCONNECT THE BRAKE PEDAL SWITCH (MULTIPLUG TYPE CONNECTION) AND UNDO THE 4 NUTS IN THE PICTURE, THERE IS ALSO AN EXTRA NUT POINTING DOWNWARDS AT THE TOP OF THE PEDAL BOX. SO 5 IN TOTAL..

HAVING DONE THAT, YOU SHOULD BE LEFT WITH THIS

YOU CAN SEE ON THE RH SIDE THE ACC. CABLE AND THE YELLOW BUSH I MENTIONED EARLIER

I MADE AN OVERLAY FOR THE CLUTCH PEDAL BOX AND USED IT TO MARK OUT THE

POSITION FOR THE HOLES IN THE BULKHEAD.

I TRANSFERRED THE CARD TO THE CAR AND BOLTED IT IN PLACE USING THE EXISTING STUD THAT IS ALREADY THERE FOR THE CLUTCH PEDAL BOX. I THEN MARKED OUT THE HOLES READY TO DRILL.

NEXT OFF DRILL THE HOLES. THIS IS A LITTLE TRICKY BECAUSE OF THE ACCESS UNDER THE DASH. I MANAGED TO USE A BATTERY DRILL FOR THE SMALL BOLT HOLES USING A PILOT DRILL THEN OUT TO DIA.9MM THE STUDS ARE DIA.8MM SO THIS ALLOWS FOR A BIT OF CLEARANCE. THE NEXT BIT CUT THE LARGER HOLE WHERE THE MASTER CYLINDER ROD END COMES THROUGH INTO THE PEDAL BOX FROM THE ENGINE BAY. I USED AN ELECTRIC PISTOL DRILL AND A 38MM HOLE SAW. TBH IT FLEW THROUGH THE BULKHEAD.

NOTE. DURING ALL DRILLING I PUT A PIECE OF WOOD BETWEEN THE BULKHEAD AND THE ENGINE PIPEWORK/CABLES ETC TO PREVENT DAMAGE

NEXT OFF THREAD THE ENTIRE CLUTCH HYDRAULIC PIPE THROUGH THE PIPEWORK AND CABLES AT THE BACK OF THE INLET MANIFOLD AND FIT THE MASTER CYLINDER. GETTING THE SLAVE ROD THROUGH THE BULKHEAD IS A PROPER FIDDLE, BUT PATIENCE IS THE KEY HERE. ONCE THROUGH LIGHTLY FIT THE NUTS, I FOUND THE BOTTOM NUT A ROYAL PAIN IN THE NECK TBH, IN THE END I PUT THE NUT INSIDE THE SOCKET AND WRAPPED A BIT OF INSULATION TAPE AROUND IT TO STOP IT DROPPING OUT. ONCE THE THREADS STARTED THE TAPE CAN BE PULLED AWAY WITH THE

SOCKET (TOP TIP EH?). INSIDE THE CAR CHECK THE FORK END IS IN LINE WITH THE CLUTCH PEDAL PIVOT PINS. AT THIS POINT I RE-FITTED THE PARALLEL PIN, WHITE PLASTIC WASHER AND 'E' CLIP TO THE CLUTCH PEDAL.

CONNECT THE CLUTCH PIPE TO THE GEARBOX PIPE AND FIT THE BRACKET AND CLIP TO THE TOP OF THE GEARBOX. BACK INSIDE THE CAR REPLACE THE BRAKE/ACC PEDAL BOX AND TIGHTEN. CONNECT THE BRAKE PIN AS PER THE CLUTCH PEDAL THE BIT WITH THE 'E' CLIP. CONNECT THE ACC CABLE BY PUSHING THE YELLOW PLASTIC BUSH INTO THE HOLDER ON THE END OF THE PEDAL ARM 😎THERE IS A SMALL BRACKET THAT NEEDS TO BE FITTED TO THE BULKHEAD TO SUPPORT THE PIPE.

BLEEDING THE CLUTCH

THIS IS A RELATIVELY EASY EXERCISE TBH. THERE IS A BLEED NIPPLE (10MM SPANNER) AT THE FRONT OF THE CAR ATTACHED TO THE CLUTCH SLAVE CYLINDER.

FIRST OFF. TOP UP THE MASTER CYLINDER RESERVOIR WITH FRESH FLUID. I USED A RUBBER PIPE BRAKE BLEEDER INTO A JAM JAR HALF FULL OF FLUID. YOU WILL NEED 2 PEOPLE FOR THIS BIT.

SECONDLY CONNECT THE RUBBER PIPE TO THE NIPPLE AND RELEASE THE BLEED NIPPLE (ABOUT 1/2 A TURN). GET THE 2ND PERSON TO PUSH DOWN ON THE CLUTCH PEDAL. AIR BUBBLES SHOULD COME OUT THE BLEED PIPE INTO THE FLUID IN THE JAR. TIGHTEN NIPPLE AND LET THE PEDAL COME BACK UP.

THIS PIC SHOWS THE BLEED NIPPLE POSITION, RUBBER BLEED PIPE AND THE FLUID IN THE JAR

KEEP DOING THIS UNTIL AIR BUBBLES STOP COMING OUT OF THE RUBBER TUBE. I FOUND THAT LEAVING THE PEDAL FOR A SHORT PERIOD OF TIME ALLOWED (2MINS) THINGS THE SETTLE AND THEN MORE AIR COULD BE DRAWN OUT AGAIN.

EDIT. KEEP CHECKING THE LEVEL IN THE MASTER CYLINDER RESERVOIR AS YOU GO ALONG. YOU DONÂ€™T WANT TO LET IT FALL TOO LOW AS YOU'LL BE DRAWING AIR IN AGAIN AND YOU'LL BE BACK WHERE YOU STARTED VERY QUICKLY.

KEEP DOING THIS UNTIL YOU ARE JUST PUMPING CLEAN FLUID. NOTE SOME OF THE OLD FLUID WILL BE DIRTY/DIFF COLOUR. ONLY STOP WHEN YOU ARE PUMPING FRESH FLUID AND NO BUBBLES. IF YOU HAVE EVER BLED A BRAKING SYSTEM, THEN YOU SHOULD BE FAMILIAR WITH THIS PROCEDURE.

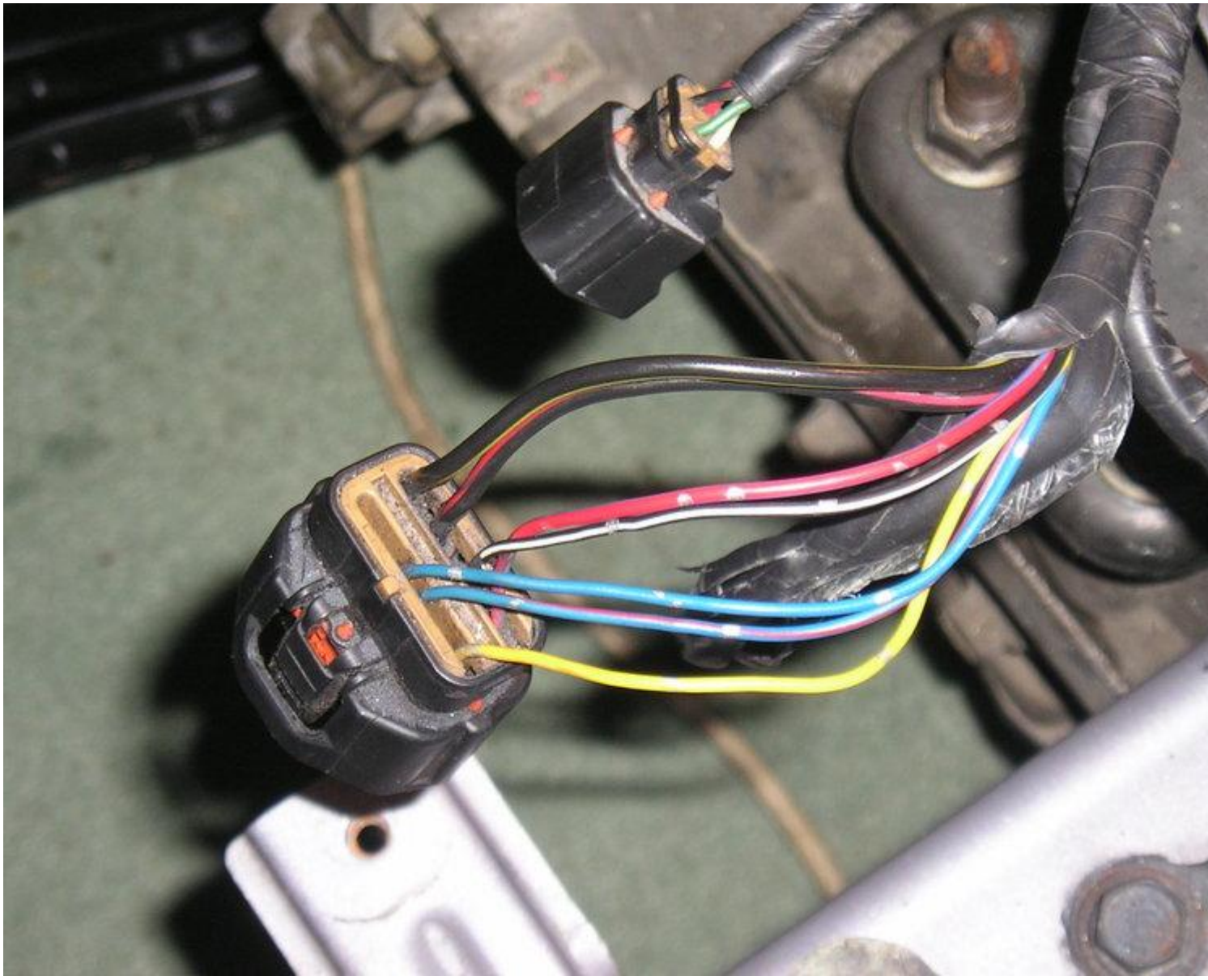
CHECK FOR LEAKS

THE PEDAL NOW HAS APP. 20MM TRAVEL BEFORE GOING STIFF. IMO THIS IS DUE TO THE PIVOT POINT OF THE LINKAGE AND THE PRESSURE NEEDING TIME TO BUILD UP. THE SLAVE CYLINDER EXTENDS FULLY AND IS VERY POSITIVE IN IT'S ACTION

ELECTRICS AND THE TIP ECU

FIRST OFF RECONNECT THE SPEEDO SENSOR. THIS IS THE SAME PLUG AS THE TIP. I JUST TIDIED UP THE WIRING INTO THE CONVERTOR CHIP. WHOEVER FITTED IT (NOT ME) IN THE FIRST PLACE HADN'T MADE THE BEST OF JOBS TBH

NEXT BIT LOCATE THE CABLES IN THE LOOM THAT NEED TO BE CONNECTED AND THE ONES THAT GO TO THE REVERSE SENSOR. SO GET THE BIG BLACK MULTI PLUG AND STRIP BACK THE PROTECTIVE SLEEVE LIKE THIS

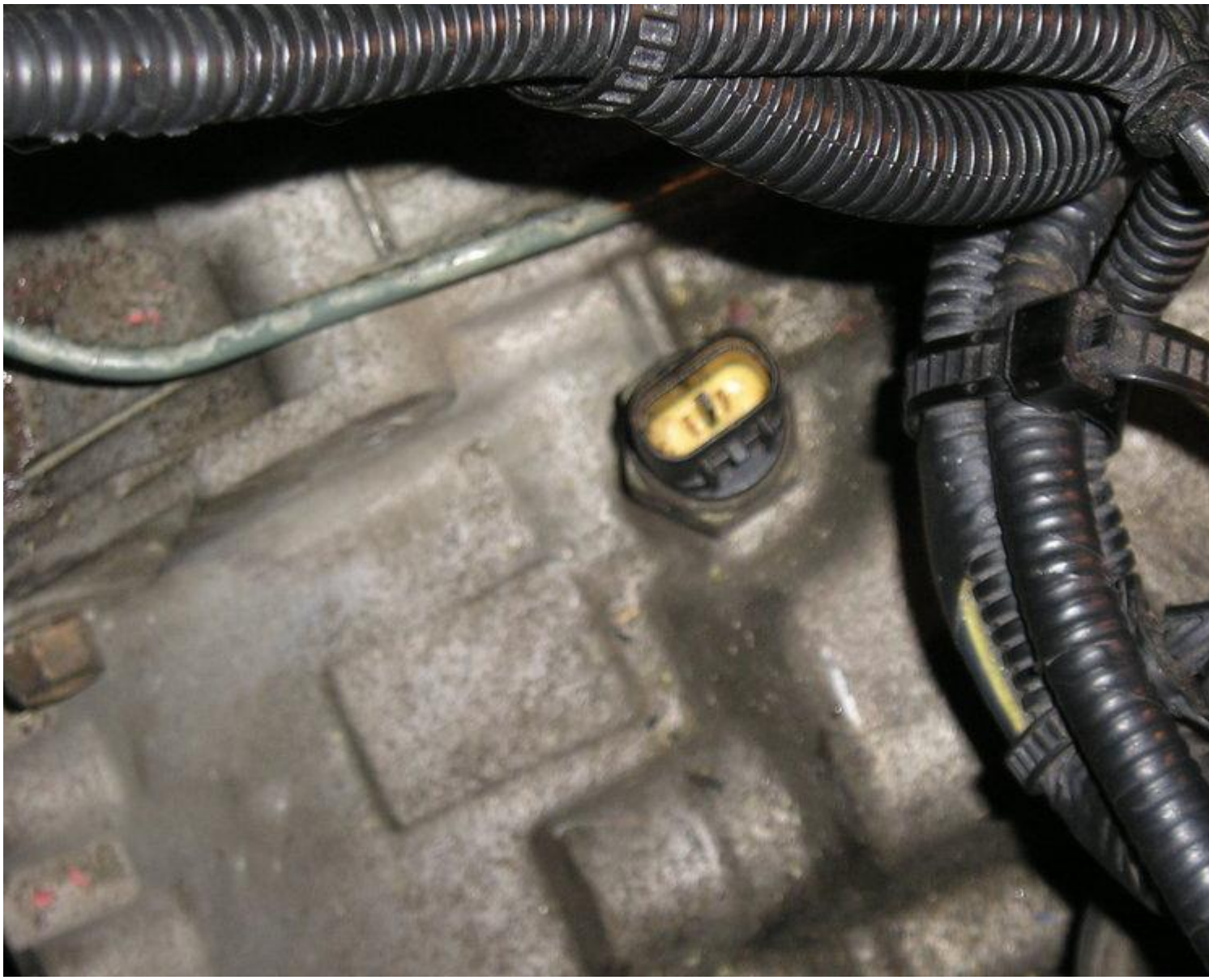


THE MORE YOU CAN STRIP BACK THE BETTER NOW. I GOT UPTO THE JUNCTION OF THE NEXT CABLE.

IDENTIFY THE WIRES TO CUT. IN THE PIC THE TOP 2 WIRES, BLACK WITH YELLOW AND THE BLACK WITH RED NEED TO BE CONNECTED TOGETHER (THESE ARE THE THICKEST WIRES OF THEM ALL)

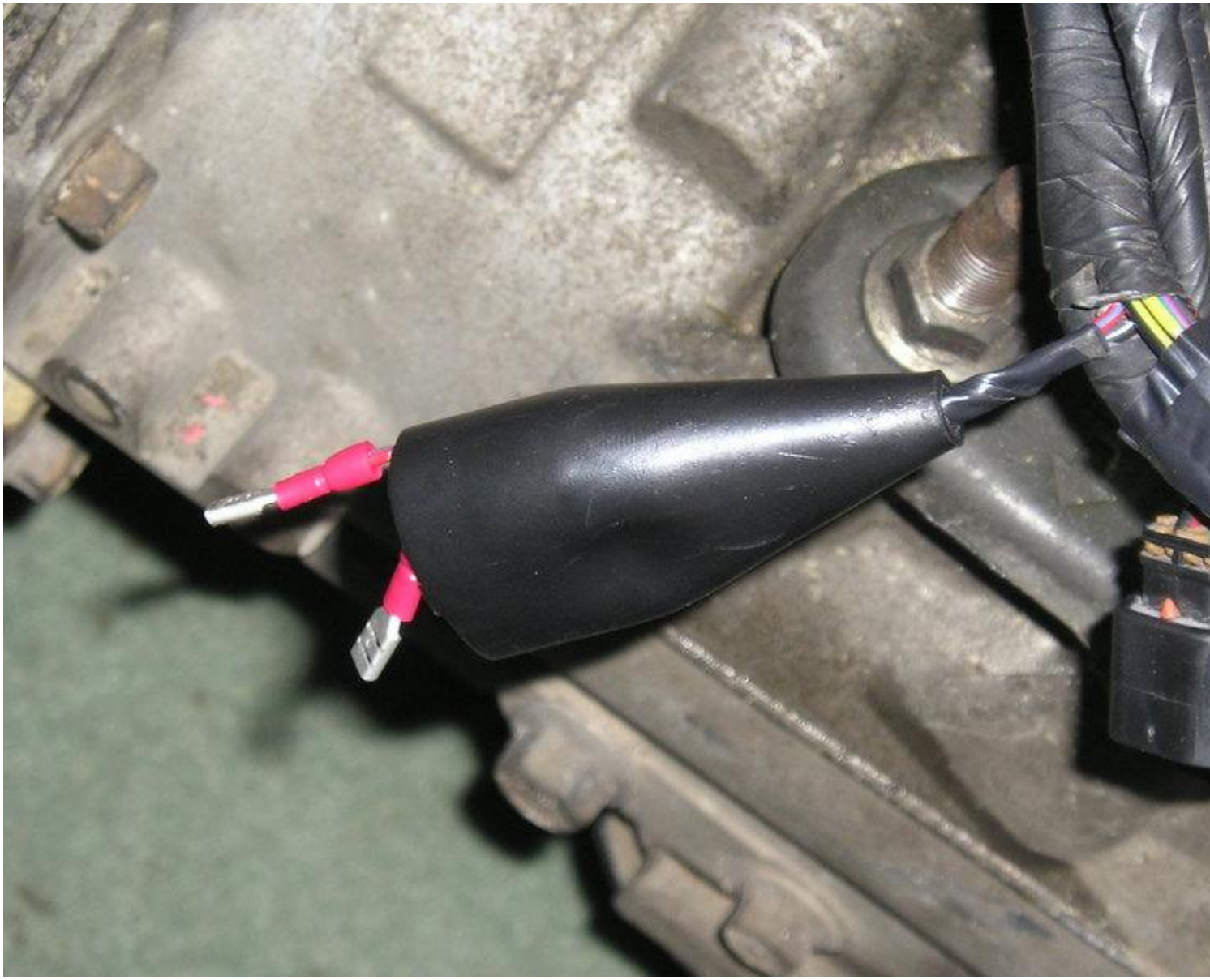
THE OTHER WIRES THAT NEED TO BE CUT ARE THE NEXT 2 DOWN IN THE SAME PIC. THE RED WITH BLUE AND THE BLACK WITH SILVER. THESE ARE THE ONES THAT WILL BE GOING TO THE REVERSE SENSOR 😉

HERE'S THE REVERSE SENSOR.

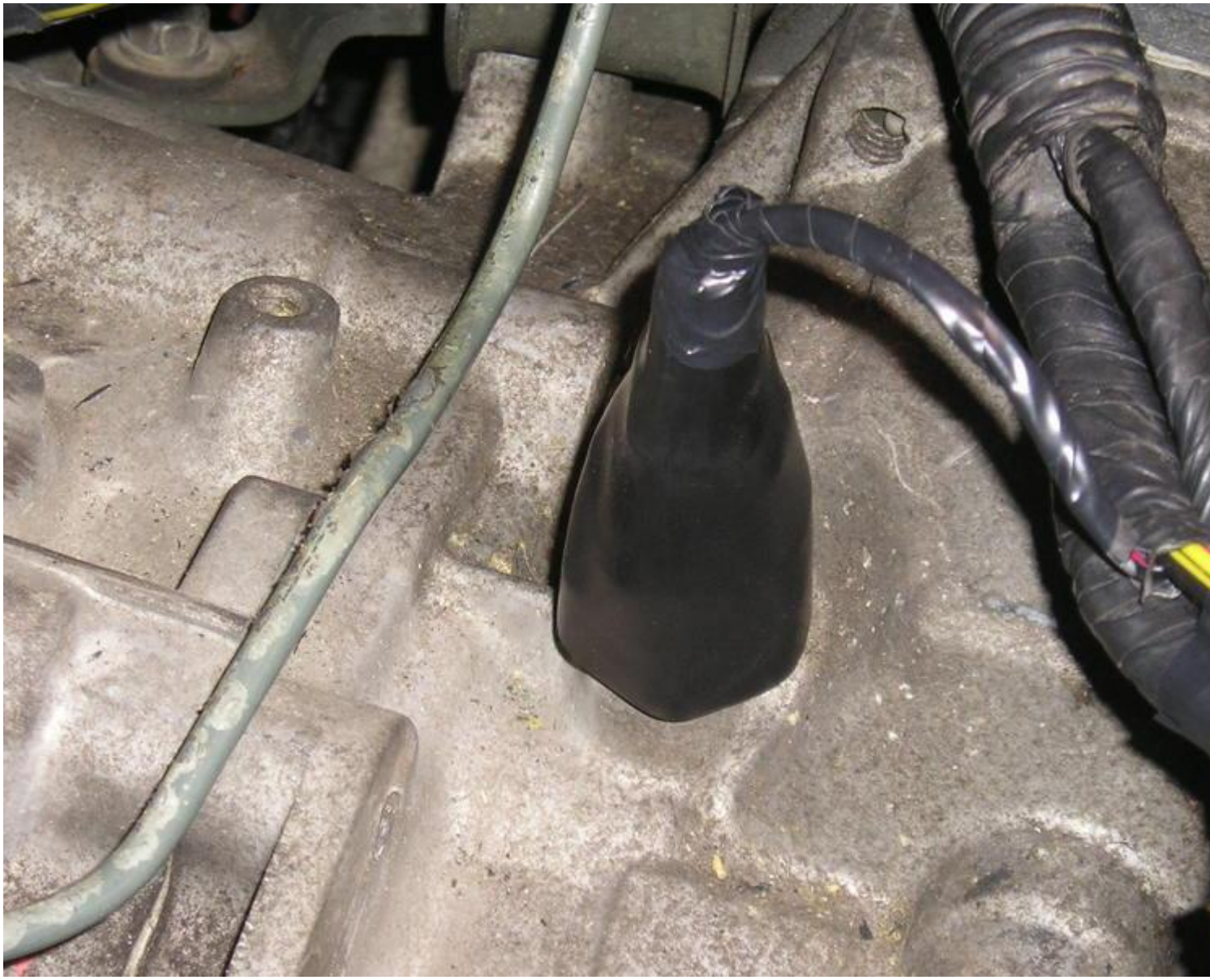


I HAVE SOME SMALL SPADE CONNECTORS THAT FIT JUST NICELY ONTO THE TERMINALS OF THE SENSOR. I HAVE TESTED THE SENSOR FOR FUNCTION USING A MULTIMETER. BASICALLY LOOKING FOR CONTINUITY IN THE CIRCUIT. PUT THE SENSOR ON 'BEEPER' AND TOUCH THE 2 TERMINALS. NOTHING SHOULD HAPPEN. PUT THE CAR IN REVERSE GEAR AND THE MULTIMETER SHOULD 'BEEP' WHEN THE CIRCUIT IS MADE. IT'S A NORMALLY OPEN SWITCH.

I ALSO USED A NICE SHEATH TO GO OVER THE REVERSE SENSOR TO PROTECT FROM WATER INGRESS. THIS IS A STANDARD S.W.A CABLE GLAND SHEATH CUT DOWN A BIT ON THE BIG END (TOP TIP EH?).



THEN PUSH THE 2 SPADE CONNECTOR ONTO THE REVERSE SENSOR AND SLIDE THE SHEATH DOWN OVER THE TOP LIKE THIS



ALL NICE AND PROTECTED. NEXT BIT, TIDY UP THE REMAINING CABLES FROM THE TIP AND SECURE THEM OUT OF HARMS WAY.

FINISHING OFF

REPLACE ALL THE INTERIOR PARTS.
REPLACE THE AIR INTAKE PIPEWORK
REPLACE THE BATTERY
FILL THE GEARBOX WITH CASTROL SMX GEARBOX OIL. IT REQUIRES 2.2 LITRES.
FIT THE MANUAL REV COUNTER IF YOU HAVE ONE. THIS REQUIRES THE CLOCKS TO BE REMOVED. THERE ARE 4 SCREWS ON THE BACK OF THE REV COUNTER. REMOVE THESE AND REFIT THE NEW MANUAL UNIT. OTHERWISE CONVERT YOUR TIP ONE.

ROAD TEST

PLEASE DO NOT ATTEMPT THIS UNLESS YOU ARE A COMPETENT DIYER OR HAVE A GOOD LEVEL OF SKILL. THIS ONLY A GUIDE, AND SHOULD BE TREATED AS EXACTLY THAT AND THERE MAY BE SOME SMALL DETAILS MISSING. ALSO I DONT WANT TO BE RESPONSIBLE FOR DAMAGING ANYBODIES CAR/PROPERTY