

Caution

- Do not allow clutch fluid to get on a painted surface. Clutch fluid contains properties which can dissolve the paint. If clutch fluid gets on a painted surface, wash it off with water immediately and wipe the area off completely.
- Do not mix different types of clutch fluid, otherwise the clutch may not operate normally.
- Do not reuse old clutch fluid, otherwise the clutch may not operate normally.

Note

- A common reserve tank is used for the clutch system and brake system.

1. Remove the front under cover No.2. (See FRONT UNDER COVER No.2 REMOVAL/INSTALLATION.)
2. Remove the reserve tank cap.
3. Drain the clutch fluid from bleeder screw.
4. Add new clutch fluid to the MAX mark of the reserve tank.

Clutch fluid

European (L.H.D. U.K.) specs.: SAE J1703 or FMVSS116 DOT-3 or DOT-4

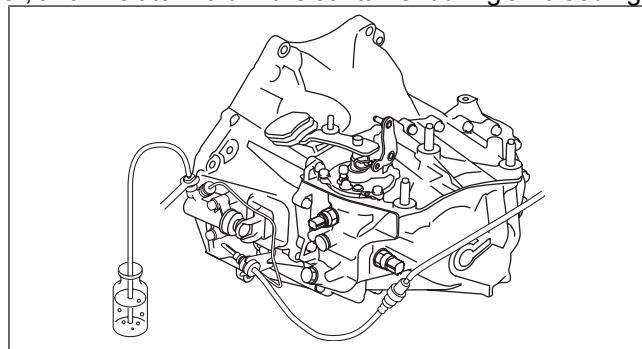
Australian and General (L.H.D. R.H.D.) specs.: SAE J1703 or FMVSS116 DOT-3

5. Bleed the air from the clutch system.

Caution

- Keep the clutch fluid level in the reserve tank at 3/4 full or more during air bleeding.

- (1) Connect a vinyl tube to the bleeder screw.
- (2) Place the other end of the vinyl tube in a clear container, and fill clutch fluid in the container during air bleeding.
- (3) Working with two people, one should depress the clutch pedal a few times and then depress and hold the pedal down.
- (4) While the clutch pedal is being held down, the other person should loosen the bleeder screw using the commercially available flare nut wrench, and bleed any fluid containing air bubbles. Once completed, tighten the bleeder screw.
- (5) Continue to perform Steps 4 and 5 until no air comes from the vinyl hose.
- (6) Fill the reserve tank to MAX mark with the clutch fluid.



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6. Install the reserve tank cap.
7. Install the front under cover No.2. (See FRONT UNDER COVER No.2 REMOVAL/INSTALLATION.)