

## Instructions for removing the Torque Peak Control Valve (or Clutch Delay Valve)

### 2016 F-Type V6 & V6S Manual Transmission.

Tools needed:

- Variable speed drill
- Right angle Drill with 24"-30" Extention with No. 30 drill bit
- 7/16" open end wrench
- Long needle nose pliers
- Small screwdriver
- Spare 10mm bleeder valve drilled through with no. 30 drill (purge fitting)
- Vacuum pump brake bleeder.



1. Approach all steps from the driver side of the car.
2. Remove engine cover and panel over the brake clutch reservoir.

3. Look for the Clutch Delay Valve/Clutch Bleed Valve on the driver side of the transmission bell housing (just behind the engine).



4. Flip open cover on harness junction box at the back of the engine near the top.



5. Gently lift harness from box and move about an inch to the front of the car to provide a bit more working space.



6. Reach down, pull dust cap off bleeder.
7. Attach vacuum bleeder hose to bleeder (the needle nose pliers are helpful here) and apply vacuum, collecting a couple table spoons of fluid.
8. Remove vacuum hose and remove bleeder with 7/16" open end wrench
9. Screw in prepared purge fitting and re-attach vacuum bleeder hose (again, needle nose pliers).
10. Using small screwdriver, pull the retaining clip on the supply line side of the valve towards the driver side of the car.
11. The supply line will now easily pull out of the valve. Reroute the supply line upwards so that fluid does not drip.

12. Assemble the drill, extension and bit and set the drill new the suspension mount in the engine bay.



13. Snake drill extension down to place drill in supply line fitting on valve. Ensure that you do not turn drill on while you are trying to center the drill in the open. This is important: you need to make certain that the drill drops down into a hole before you start. Otherwise you might damage the seal.



14. Start the drill and run at slow to medium speed while applying moderate down ward pressure. This will not take long (seconds) as you are drilling through less than a 1/16" of plastic. As soon as you are through the drill will drop ¼" or more. Lift just a little and let the drill run at very slow speed for another few seconds.
15. Stop the drill and lift the drill out of the opening.
16. Reattach the supply line and secure by pushing the clip back into the fitting.
17. Apply vacuum with the hand pump.
18. Depress the clutch a couple times (you will manually have to lift the pedal back into position).
19. Apply more vacuum.
20. Plastic shavings will now have been purged into the vacuum catch container.



21. Remove purge fitting and screw in bleeder valve not all the way.
22. Attach vacuum bleed line, ensure adequate fluid in brake/clutch fluid reservoir and bleed system normally.
23. Tighten bleed valve, put back dust cap on bleeder, put harness back in place and close junction cover, and reinstall all covers.