



CLUTCHTECH



TSB-219

To assist in the bleeding procedure of this system, it is recommended that the master cylinder and slave cylinder are partially bled before installing in the vehicle. This will assist in inducing the initial fluid flow.

Slave Cylinder

1. Remove the supply port blanking plug. Push the slave cylinder pushrod in and remove the retaining strap. The pushrod is now free to extend.



DO NOT CUT THE RETAINING STRAP AS IT IS REQUIRED AGAIN LATER.

2. Gently fill the slave cylinder through the supply port (where the plug was removed from) with fresh fluid ensuring that the slave cylinder is slightly tilted so the supply port is the highest point. This will ensure the fluid takes the place of the air inside the cylinder.



3. With the slave cylinder still slightly tilted, insert the hydraulic clutch line into the supply port and install the roll pin. It's important to maintain the angle so air doesn't enter and get trapped at either end of the slave cylinder bore.
4. Remove the cap from the master cylinder reservoir and carefully prompt some movement back and forth with the pushrod while keeping the port as the highest point.
5. Press the pushrod into the slave cylinder and reinstall the retaining strap. The slave cylinder is now ready for installation.

Master Cylinder

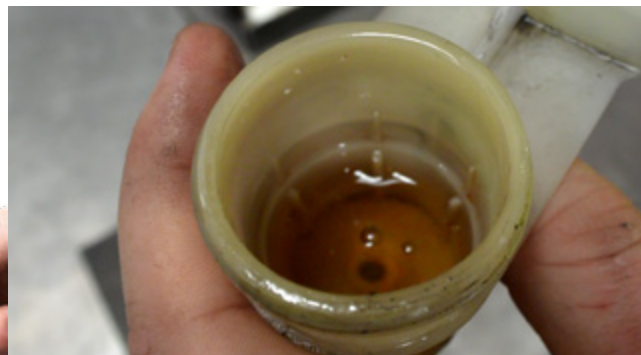
1. With the blanking plug still in the outlet port, carefully mount the master cylinder in a vice with the reservoir port pointing slightly upward.



2. Clean out the old reservoir and connect it to the new feed line.
3. Hold the reservoir directly above the master cylinder and fill with fresh fluid.



4. Using the master cylinder push rod carefully prompt some piston movement. This will slowly allow the master cylinder to fill with fluid with the air escaping into the reservoir.



5. Replace the reservoir cap and reinstall the master cylinder in the vehicle (ensure to keep the reservoir and master cylinder upright at all times).
6. With the master mounted on the firewall quickly remove the plug and install the main clutch line.

Note

When both cylinders are partially pre-bled they are ready to install into the vehicle. Once the system is connected, top up the master cylinder reservoir and pump the pedal a few times with the master cylinder reservoir cap off before attempting to drive the vehicle to release any air left in the system.

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