

Hydraulic Clutch Slave Cylinder Set-up

The best way to confirm the correct length of the spacer is to carry out the following procedure;

1. Remove the clutch drive plates from the clutch cover, this way the clutch fingers will go towards the bellhousing as far as possible and simulate a fully worn out clutch.
2. Assemble the bellhousing and gearbox,
3. Assemble clutch slave cylinder kit i.e. mounting, spacer, clutch slave cylinder and release bearing, you will need some long bolts to hold it together, but they will be too long for the finished job, because when you shorten the spacer you need shorter bolts (to be determined) the whole assembly should be too tall.
4. Fit into bellhousing/gearbox (probably need some assistance at this point)
5. Slide the bellhousing against the clutch being careful not to push too hard because you do not want to move the springs, then measure the gap between the bellhousing and the block, take an average all around the bellhousing since it will be difficult to get an accurate reading simply holding it in place.
6. For safety, take the measured gap and add another 1mm to it e.g. if you measured 10mm, add 1mm which gives you 11mm, then shorten the spacer down by 11mm. Please copy the detail on the spacer that you are shortening exactly as the detail is used to help locate the spacer in the centre and ensure the clutch slave assembly remains assembled correctly.
7. Then reassemble the slave cylinder with shorter bolts, pull the release bearing forwards say 10mm and refit it into the bellhousing with the clutch cover (no plates yet) to check the fit.
8. If all your measurements were correct, when you remove the bell housing again the release bearing should have been pushed back and be 1mm proud (the extra mm you allowed) before the release bearing hits the back of the slave cylinder. This trial fit ensures that there is sufficient space as the clutch wears for the fingers to move back towards the bellhousing without the release bearing mechanism running out of travel prematurely.
9. You can now assemble the clutch correctly.

The clutch slave cylinder has a usable travel of 17mm and your clutch in total operation will have considerably less than that amount to operate from fully engaged to fully released.

We also recommend you use a clutch stop, this means you only use as much travel as is required, this helps to ensure that you do not overstress the clutch and do not use more of slave cylinder than is required. Please instruction sheet 'Clutch Set Up Information' for setting a clutch stop.

It is also recommended that you use the smallest master cylinder available as this will give the lightest clutch pedal, normally 0.625 (5.8"). The best way to determine this is to put the car in gear, then have somebody push the car as you press the clutch down. Then once you reach the point where the car moves freely, this is height to set your clutch pedal stop.

**If you do not feel confident about undertaking this set up,
we recommend that you contact an expert.**

Free technical support is available on our website. If you require one-to-one support and training, this is available at a chargeable rate. Please contact us for available times.