



CLUTCHTECH



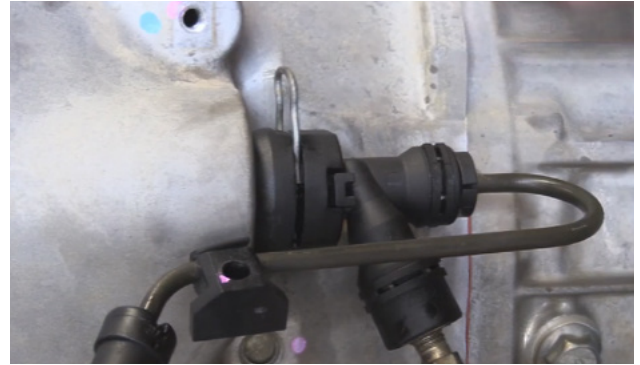
TSB-181

Holden LFX V6 Concentric Slave Cylinder (CSC) Spacer Fitment

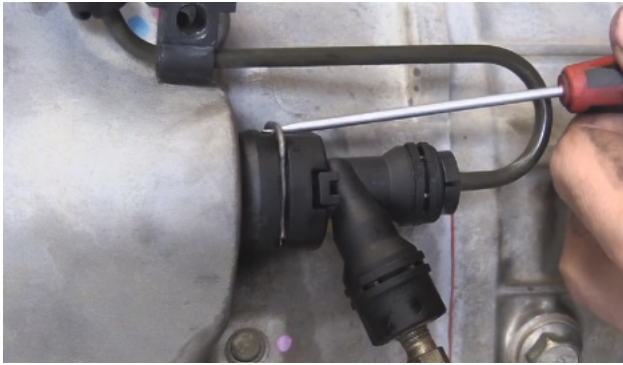
*Please note that if replacing an existing single mass conversion clutch **WITHOUT CHANGING FLYWHEEL**, check if the existing fitment has a spacer mounted behind the concentric slave. If there are **no spacers** installed then **DO NOT INSTALL** the spacers provided. If there are **already spacers** installed, please ensure that the spacers are **RE-INSTALLED**.*

Removing Existing CSC

- 1) Undo the M6 bolt holding the clutch line in place on the side of the bellhousing.
- 2) Rotate the clutch line down toward the bleeder



- 3) Use a flat blade screwdriver to pop the retaining clip up and remove it.
- 4) Pull the hard line out of the slave cylinder.



- 5) Inside the bellhousing remove the M6 bolt that supports the CSC pipe, along with the 3 bolts that mount the CSC to the gearbox.
- 6) Thoroughly clean the bellhousing of old clutch dust and grease and ensure that the CSC mounting surface is free from any debris or burrs, to ensure that the new CSC spacer sits flush.



Installing CSC Spacer

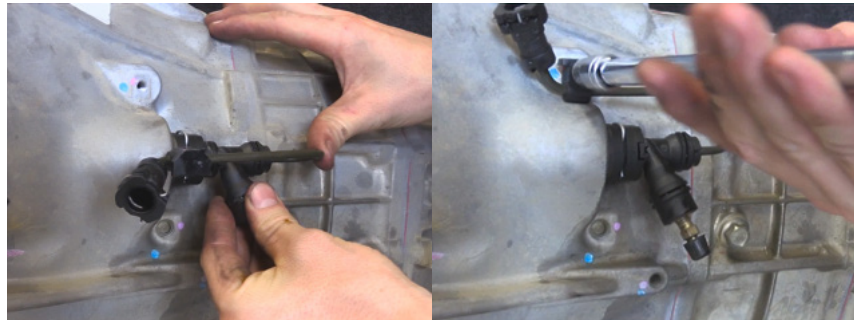
- 1) Install the spacer on the gearbox, followed by the CSC. Use thread locking compound on the supplied longer mounting bolts and torque them to 30Nm.



- 2) Install the small spacer for the plastic pipe behind the mounting tab. Use thread locking compound on the supplied longer mounting bolt and torque it to 18Nm.



- 3) Clip the old hard line into place on the new CSC. Flip the line back up into place and re-install the bolt to support this line on the bellhousing.



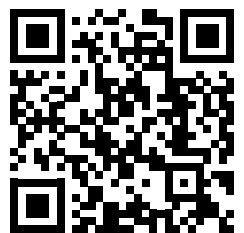
Bleeding

In order to successfully remove air from the CSC in this application, it is recommended to reverse bleed the system before using conventional clutch bleeding techniques to force fluid into the CSC. Using a reverse bleeder, pump clutch fluid up from the slave cylinder into the master cylinder until the reservoir is full, then lock off the bleed nipple. By hand, slowly pump the clutch pedal to induce clutch fluid into the CSC.

You can now bleed the system using conventional bleeding techniques, ensuring to frequently check the reservoir level.



youtube.com/watch?v=5YzTeyMUNjl



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