



CLUTCHTECH

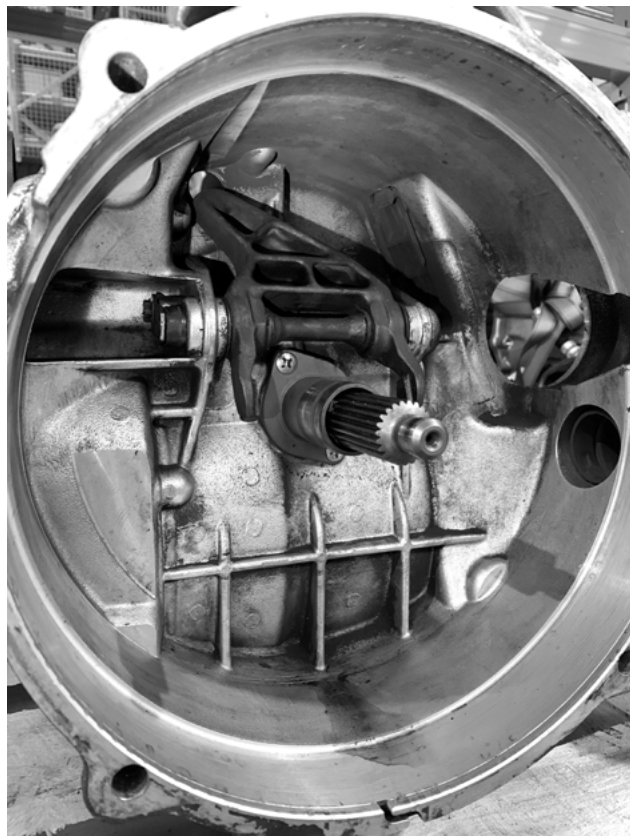


TSB-340

Porsche 911 Xtreme Concentric Slave Cylinder Fitment

Note: Fitting this kit to 911 turbo models requires the vehicle to have already been converted from the factory power assist system to the GT2/GT3 master and slave system. Without the conversion completed, this kit may not fit or may fail as a result of incorrect hydraulic fluid.

1. Remove the existing clutch fork hardware including the cross shaft and nose cone (2 M6 Phillips head bolts). An impact screwdriver may be required to remove these bolts safely. Thoroughly clean the bellhousing with brake cleaner to remove any clutch dust and grease in preparation for the new clutch and Concentric Slave Cylinder (CSC). Use emery paper on the mounting surface of the adapter to ensure there are no burrs or rough edges.



2. Apply a small amount of thread retaining compound to the supplied countersunk M6 bolts and fit the Xtreme CSC spacer, with the straight cut edges facing the bottom of the bellhousing. Torque the bolts to 10Nm/8ft.lbs. Install the steel shim onto the spacer to locate the base of the CSC.



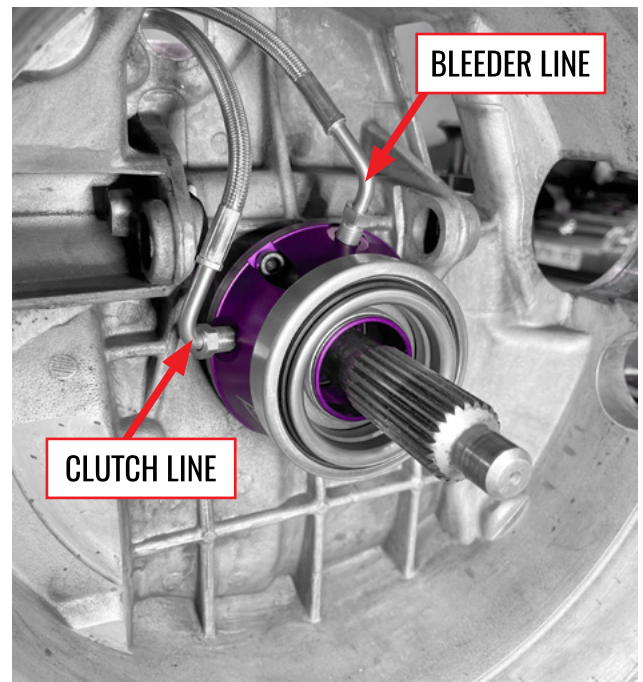
Steel shim

3. Apply a small amount of thread retaining compound to the supplied cap head screw and mount the CSC body and piston assembly onto the spacer. Torque the cap head screw to 10Nm/8ft.lbs. Note that on this application only one bolt is required to hold the slave in place.



4. Connect the bleeder line to the top port on the CSC body and connect the clutch line to the side port. Exit both lines out the top of the bellhousing and tighten the lines in the CSC body when they are in the correct position.
5. With the clutch installed, carefully mount the transmission onto the engine and fix it with only a few bellhousing bolts. Connect the braided clutch line onto the existing clutch line.

6. Bleeding:
 - 6.1 Fill the reservoir with DOT 4 brake fluid.
 - 6.2 Open the bleeder nipple on the braided bleeder line and have someone in the vehicle slowly depress the pedal to the floor by hand. Close the nipple and return the pedal to the top. Repeat the process of passing the fluid through 4-5 times.
 - 6.3 Change the process to slowly depressing the pedal to $\frac{3}{4}$ stroke and holding by hand before opening the bleed nipple. Lock the bleed nipple and return the pedal to the top. Repeat this process 4-5 times whilst maintaining the fluid level in the reservoir.
 - 6.4 If the pedal feel is still not satisfactory, repeat step 3 using a full pedal travel.



7. Before assembling the remainder of the vehicle, check for full release of the clutch. Place the transmission into gear and have one person holding the clutch, while another person rotates the drive shafts to ensure that the clutch is releasing. Once confident that the clutch has adequate release, assemble the rest of the vehicle and test drive.

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