

Additional Clutch Slave Cylinder Support Bracket.

Comprises of:

- 1 x Clutch Slave Cylinder Support Bracket
- 1 x M10 Stainless Steel Bolt
- 1 x M10 Washer
- 2 x M8 "Caphead" Stainless Steel Bolts
- 4 x M8 Washers
- 2 x M8 "Nyloc" Nuts
- 1 x Cable Tie

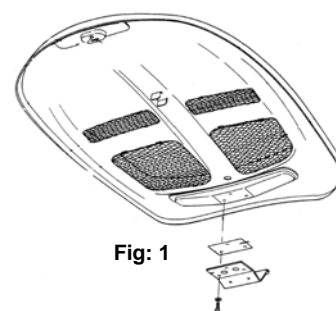


Preparatory Work

Fitting the **Eliseparts Additional Clutch Slave Cylinder Support Bracket** can be done entirely through the top of the engine compartment and is used in conjunction with the original clutch slave cylinder support bracket.

1. To aid access to the engine compartment remove the boot lid completely.

💡 **Alternatively to save removing the boot lid use a broom handle to hold open the boot lid, ideally as wide as possible.**

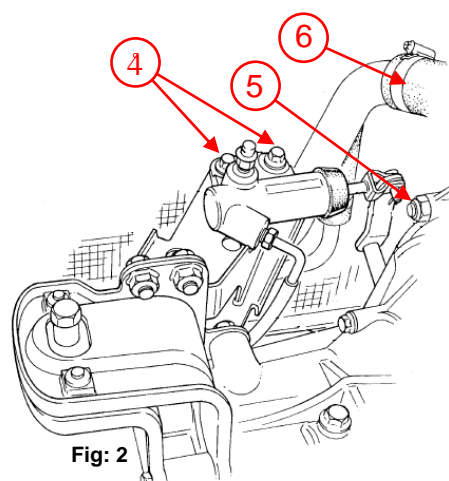


2. If you opt to remove the boot lid and you have an aerial, gently pull back the flexible heat shield around the aerial cable from the front underside of the boot lid. Disconnect both the aerial and earth cables.
3. Remove the three M6 bolts securing the boot lid to the boot lid hinge (Fig 1). Lift away the boot lid and store safely, ideally on something soft so as not to scratch the paintwork.

💡 **Place an old blanket over the near side wing panel to ensure that you don't accidentally scratch the paintwork whilst working in the engine compartment.**

4. Remove the two M8 bolts securing the clutch slave cylinder to the original support bracket and discard, as they will be replaced with M8 "Caphead" stainless steel bolts (Fig. 2).
5. Remove the M12 bolt and the "Nyloc" nut securing the gearbox bell housing as shown (Fig. 2).
6. Loosen both the jubilee clips at either end of the coolant hose in (Fig: 2). Withdraw the aluminium coolant pipes gently from either end of the coolant hose to maximise the combined length of coolant hose and aluminium pipes. This will increase the available space for the new Support Bracket.


💡 **Only loosen the jubilee clips slightly otherwise coolant fluid will escape everywhere.**



7. When the distance has been maximised re-tighten the two jubilee clips.
8. Offer up the new **Clutch Slave Cylinder Support Bracket**, ensuring that the L shaped piece aligns with the bolt hole on the gearbox bell housing and the nearside part of the new bracket is underneath

the original clutch slave cylinder mounting point.

9. Using the new M10 bolt and the M10 washer provided, secure the Support Bracket to the gearbox bell housing and tighten so the bolt is finger tight but fully home.
10. Using the two new M8 “Caphead” stainless steel bolts and two of the M8 washers provided, re-fit the clutch slave cylinder to the original support bracket, ensuring that when tightened fully the bolts pass through the two holes in the Support Bracket.
11. Attach the remaining two M8 washers and the two M8 “Nyloc” nuts to the M8 “Caphead” stainless steel bolts that protrude through both brackets and tighten these so they are home but not fully tight.
12. Fully tighten the M10 gearbox bell housing bolt and then both the M8 “Nyloc” nuts.

 ***If the aluminium water pipe looks as though it will touch simply cable tie it to the bracket with the cable tie provided.***

13. If you have removed the boot lid, re-fit in the reverse order to removal.
14. If you have disconnected the aerial and earth cables, re-fit in the reverse order to removal.
15. Ensure that all tools have been removed from the engine compartment.
16. Test the clutch operation ensuring that the clutch slave cylinder operates in the correct manner.

QUICKIE INSTRUCTIONS

Use some form of rod to keep the engine cover as wide open as possible (or remove completely) to ease access to the work area. If removing completely mark the position before removing the 3 M6 bolts.

Remove the 2 M8 bolts from the slave cylinder

Remove the large M12 bolt/nut from the gearbox (pic)

Loosen the water hose pipe (both ends) then slip it closer to the end of the 2 aluminium pipes it is connected to and re tighten the hose clips this will give the bracket more space.

Using the 2 new M8 caphead stainless steel bolts provided re fix the slave cylinder to the original bracket.

Hold the new bracket in place and pass the new M10 bolt/washer provided through the gearbox and tighten this to the new bracket so it is **almost** tightened.

Put the 2 new washers/nuts on the now longer threaded capheads that protrude through the slave cylinder and tighten these until 99% tight.

Now tighten the M10 (gearbox) bolt fully and then the 2 M8 nuts fully.

If the aluminium water pipe looks as though it will touch simply cable tie it to the bracket with the cable tie provided.