



## TSB-NI14

### ClutchTech R34 GTR Concentric Slave Cylinder Conversion Guide

Step 1: Remove all clutch lines including slave cylinder and hard line the master cylinder.

Step 2: Remove the rubber grommet from the bellhousing, using a flat blade screwdriver, push the clutch fork to the rear of the vehicle and unclip the release bearing from the diaphragm.



Step 3: After removing the bellhousing bolts, remove the transmission from the vehicle.

Step 4: Inside the bellhousing, remove the clutch fork, release bearing, nosecone and fork pivot. These are not required for the conversion.



Step 5: Clean the mounting surface at the back of the bellhousing.

Step 6: Bolt up the new release bearing adaptor ensuring that the orientation allows the concentric slave cylinder to have a port at top dead centre for the bleed line.

Step 7: Install the bleeder line in the top port of the concentric slave cylinder.

Step 8: Mount the new braided clutch line to the master cylinder ensuring the 10x1mm thread end is used to connect the line with the master cylinder.

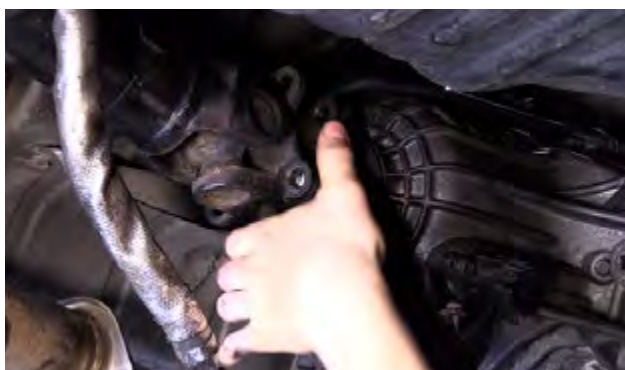


- Step 16:** Move the transmission into place and poke the clutch line through the rubber grommet in the top of the transmission.
- Step 17:** Push the braided bleeder line connected to the Concentric Slave Cylinder through the fork boot in the bottom of the bellhousing and connect the main clutch line to the slave.
- Step 18:** Before bolting up the slave, gravity bleed the system using the bleeder line extension and clear tubing into a reservoir.
- Step 19:** As the system is gravity bleeding, shake the concentric slave cylinder to encourage all of the remaining bubbles out of the cylinder.
- Step 20:** With the csc still not mounted to the transmission, bleed the csc manually with one person operating the pedal and the other opening and closing the bleeder nipple. Ensure that the piston does not pop out by holding the bearing down by hand.

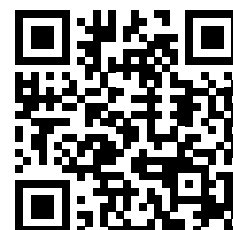




- Step 21:** When confident that the system is air free, mount the concentric slave cylinder to the adaptor, ensuring everything is tight.
- Step 22:** Reinstall the transmission, but do not reinstall driveshafts or all bellhousing bolts yet.
- Step 23:** Check the operation of the clutch by having an assistant put the vehicle into gear and depress the clutch pedal. The tail shaft should rotate freely by hand. Whilst doing this, check the engagement point, on this particular vehicle the pedal should also be very light to operate.
- Step 24:** Install the remaining components on the vehicle and fix the bleeder line to an old slave mount using a zip tie.



[youtube.com/watch?v=T8kql9Ue\\_rw](https://youtube.com/watch?v=T8kql9Ue_rw)



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