

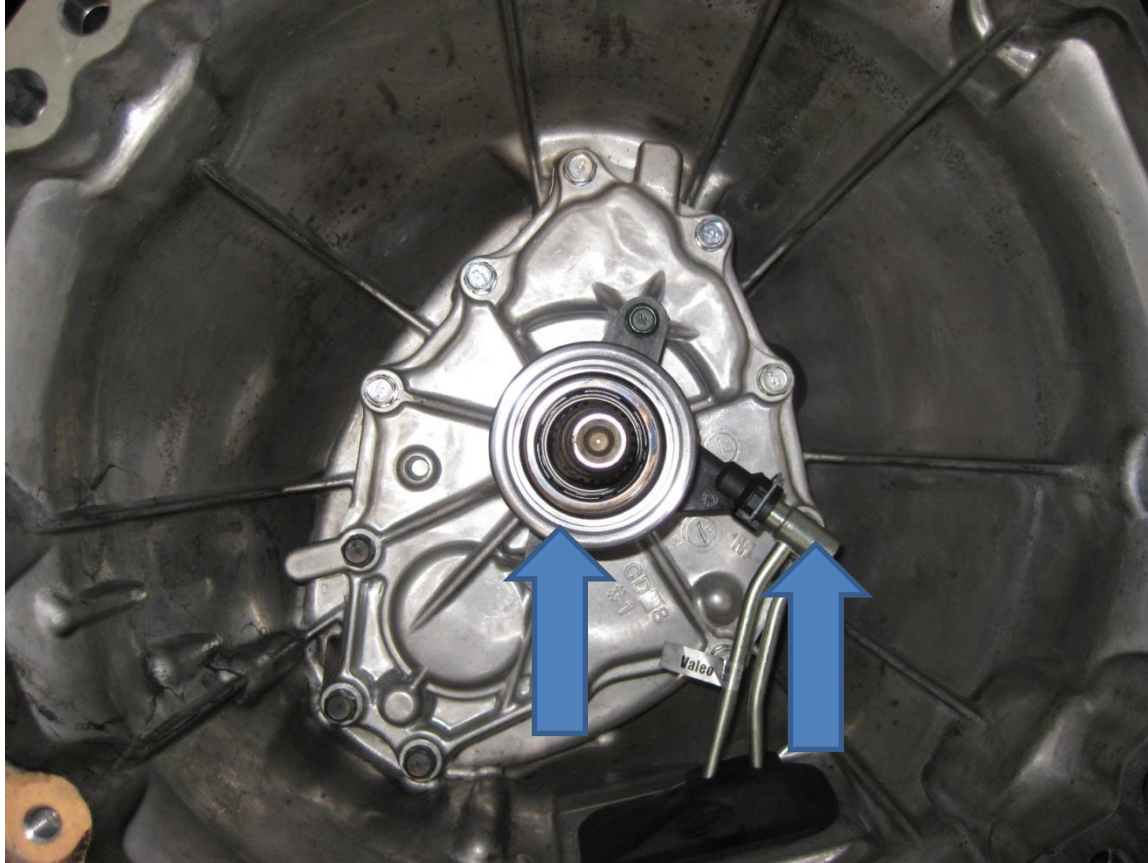
Z Speed Performance

HR/VHR Slave Cylinder Installation Instructions



Zspeed Heavy Duty Concentric Slave kit
07-09 350Z HR
09-11 370Z VHR
G37 VHR

DO NOT DEPRESS THE SLAVE CYLINDER BEFORE INSTALLATION!
This can dislodge the seal and can damage the slave seal.



After trans removal, remove stock CSC, Pipe feed assy AND Fluid hard line
These will not be reused.

After removing original clutch slave, drain old clutch fluid from lines and master cylinder.

After removing hard line from stock clutch hose at transmission place stock clutch hose into empty bottle

Remove cap from master cylinder

Push pedal until all fluid has drained into bottle

Refill master cylinder with fresh DOT 3 brake fluid from a sealed container and repeat.

Repeat until fluids comes out clean and clear

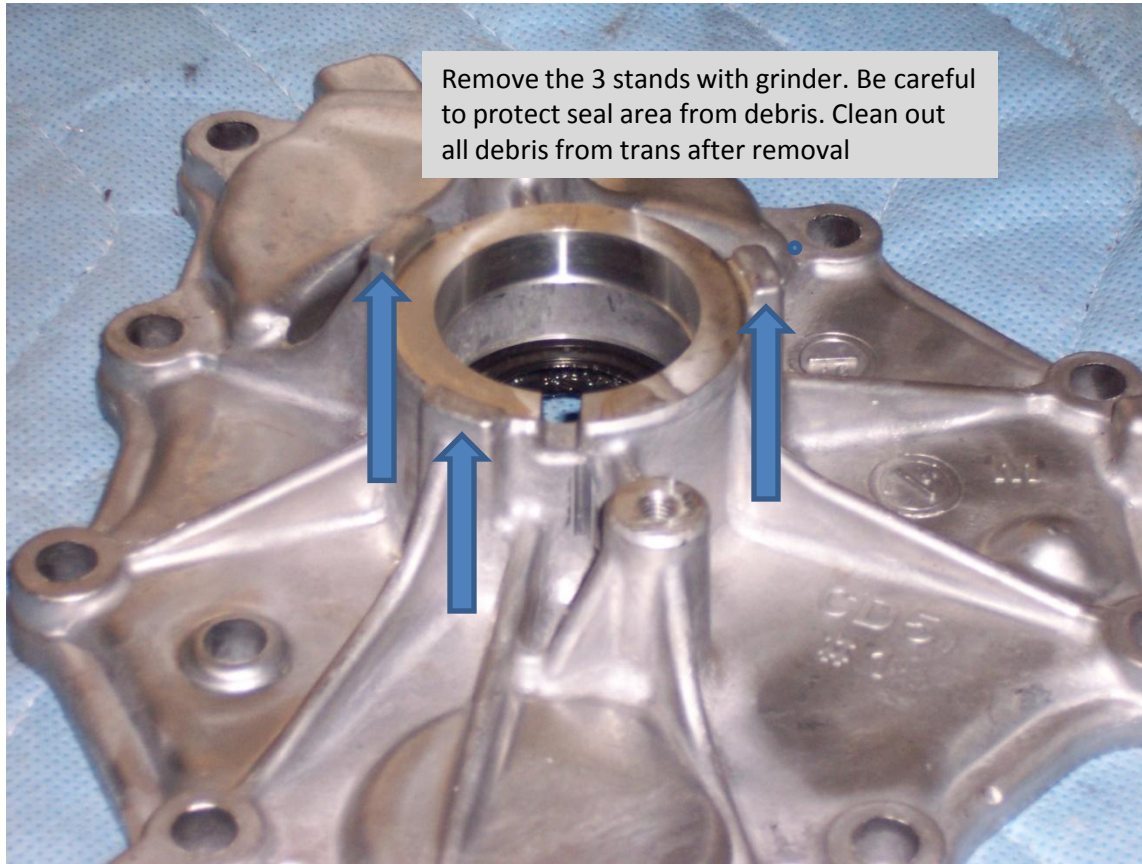
This procedure will remove any contaminated fluid from the lines ensuring long trouble free operation of your new Zspeed Heavy duty CSC.

DO NOT SKIP THIS STEP!

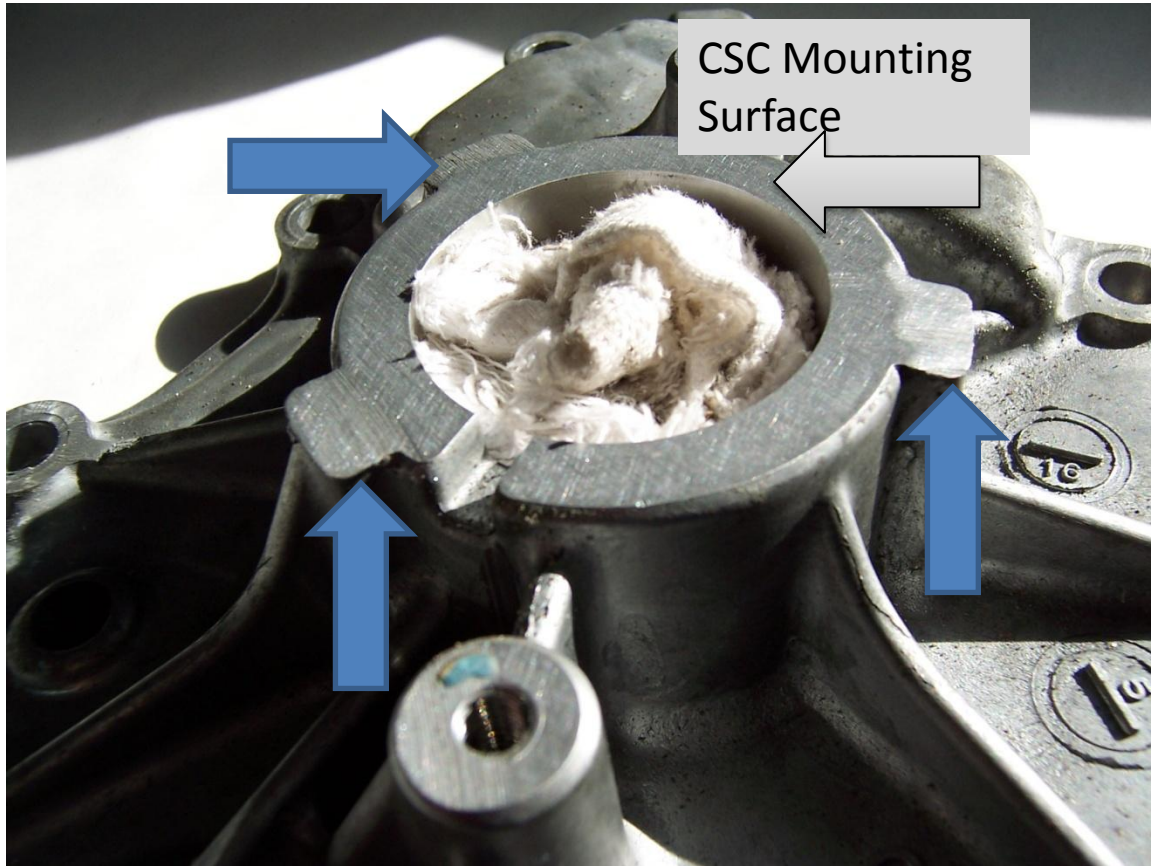
It is highly recommended to flush clutch fluid 1-2 times per year
Moisture contamination can damage the metal parts and later cause seal damage to your CSC.



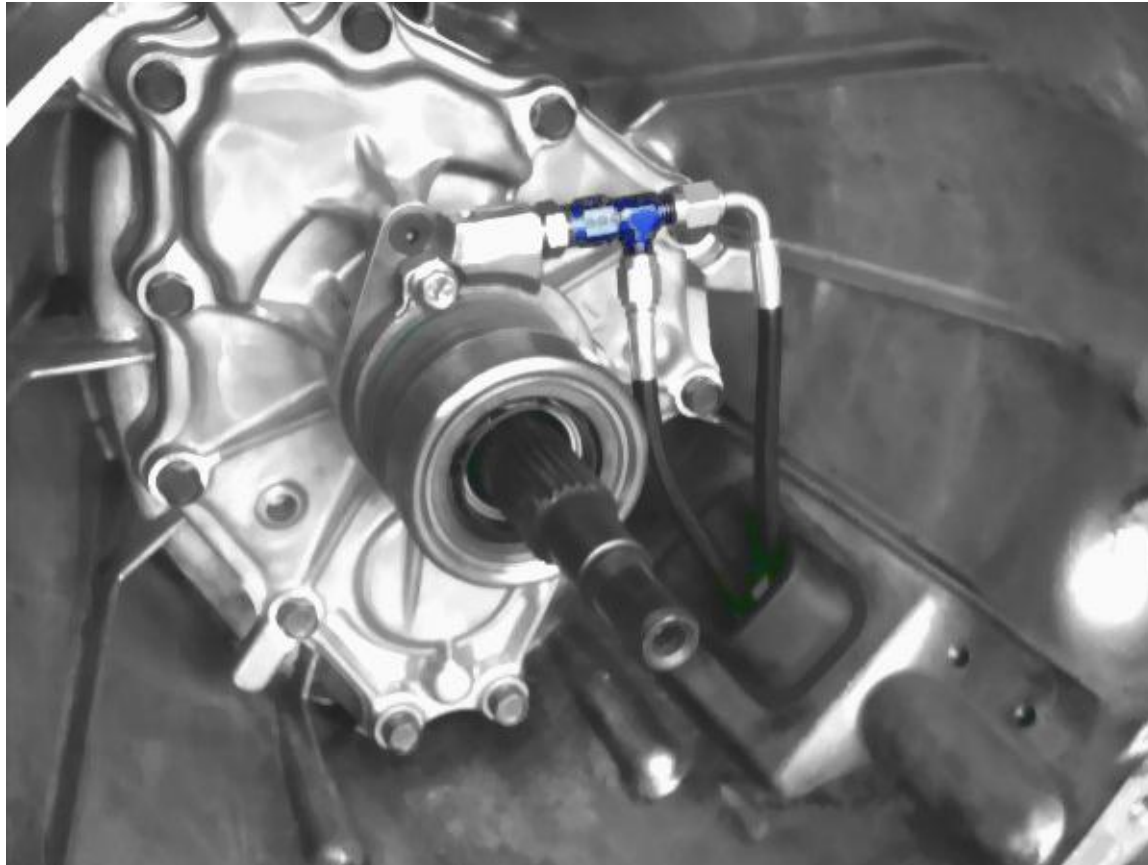
Remove clutch hose from frame area mounting point where it attaches to hard line going to master cylinder.



This step can be done with the cover installed in the transmission Although it is recommended to remove cover so you can clean any debris from the front trans cover. The 3 areas shown need to be leveled off, this can be done with a cut off wheel, grinder ect. These areas must be level or below the level of where the CSC sits so the Zspeed CSC sits flush on the cover.



Stands removed and Below level of CSC mounting surface



After reinstalling cover (if you removed it) install the Zspeed Heavy Duty CSC assy in to the transmission as shown, Apply blue loc-tite to screw threads and TQ the 2 allen head bolts to 10 ft lbs. Fluid lines are pre-torqued and do not require tightening. Reinstall transmission.



Position your new SS fluid line out of way of heat sources or suspension components and reattach to hard line at frame rail area.

Remove heat wrap from stock clutch fluid hose assy and zip tie over SS hose going to frame rail connection and hold in place with Zip-ties.

Bleeding Procedure

VERY IMPORTANT for system to bleed properly!
Before bleeding be sure clutch pedal adjustment is correct and is not too tight pushing on the clutch master rod

After installation of all lines and transmission is complete, Fill clutch reservoir with fresh dot 3 or 4 brake fluid. With slave bleeder screw slightly loose return to the top of the car and loosen line attachment point at the master cylinder until all air has escaped through the nut area of the line, Once fluid is solid and no air is noticed tighten line. This will take approximately 1 minute. Be sure to put a rag under the line to catch any brake fluid from running down.

Once fluid begins to drip steadily from the bleeder line the system is fully bled normally and will not require any pump bleeding. After you begin to get a steady drip/run of fluid from bleeder line tighten bleeder (Bleeder nut is 3/8" NOT 10mm) Pump clutch pedal and check for full clutch release and a full returning pedal. If pedal does not feel firm re loosen line at the master cylinder (under hood) and allow to bleed for a little longer. Air has a tendency to get trapped in the top of the master, The ONLY way to get this out is to loosen the hard-line at the master.

Adjust clutch pedal/master cylinder rod if needed. Sometimes it is necessary to back the cruise shut off switch out so the threaded portion of the switch is level with the weld nut on the pedal bracket. Then loosen pedal adjustment until the pedal comes up far enough to just close the switch and there is slight play in the pedal to clevis attachment points when pushing on pedal.

If you have any questions, feel free to contact us at 937-689-0905 or Email Sales@ZSpeedperformance.com

