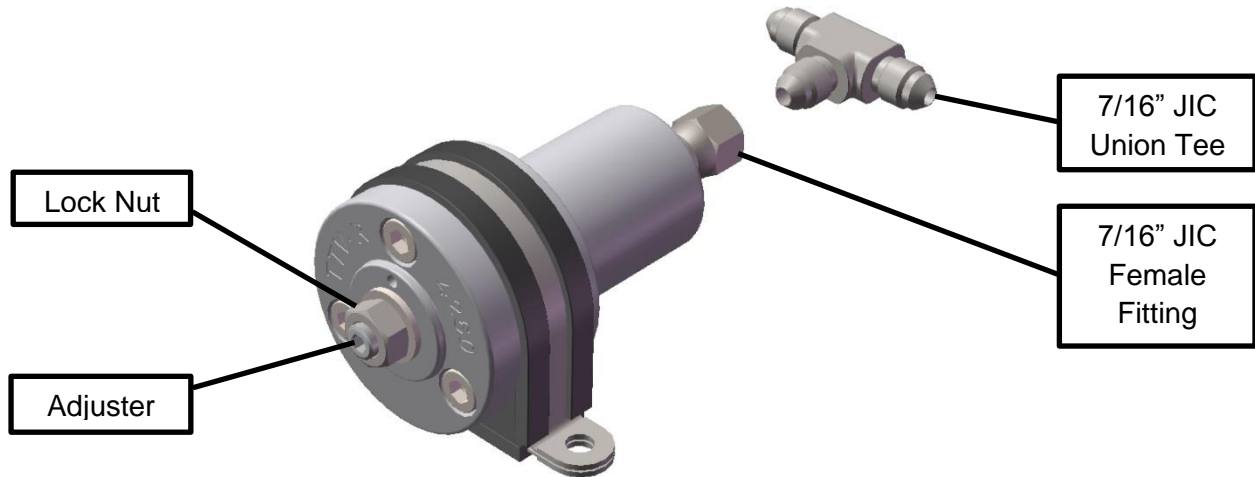
	<b>Product Instruction Sheet</b>	Doc Number: PI0004	Revision: A
	Title: 4260 Series - Clutch Controller Kit	Author: SRV	Effective Date: 12/10/17

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## Supplied Components.

1 x Clutch Controller  
 1 x 7/16" JIC male union tee  
 1 x P-Clip

## Additional Components Required.

- Some hard or braided flexible lines may be required to extend the clutch lines.
- 7/16" - 20 JIC 37° female fittings and/ or adaptors for hard or flexible braided line (do not confuse with M11).
- Suitable flaring tool for hard lines.

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## Installation.



**Installation should be carried out by trained, professional technicians with the knowledge, tools and equipment for a safe, correct installation.**

- The adjuster should be mounted as close to the master cylinder as possible whilst still allowing access for adjustment. The supplied union tee allows for the adjuster to be fitted directly into the clutch line or attached to an extension line if necessary.
- Use the provided p-clip to mount the adjuster to a suitable vehicle component or body structure to prevent undue stress on the clutch line. An M6 or ¼" fastener should be used to secure the p-clip.
- After installing the adjuster and before fluid is added to the system and bled, the lock nut should be loosened and the adjuster screw turned clockwise until it bottoms out. Tighten the lock nut.
- Before filling and bleeding the clutch system refer to the vehicle manufacturers service manual to check if any special procedures or actions need to be undertaken before or during bleeding e.g. some cars require the clutch pedal to be depressed during power/ pressure bleeding.
- For bleeding the clutch system it is **highly recommended to use a power bleed or high pressure bleed system**. Manually bleeding the clutch system with the adjuster installed may cause air to still be trapped in the system causing "dead" or free travel before clutch disengagement.
- After bleeding the clutch system and ensuring that there are no leaks, start the vehicle and engage the clutch. Note the engagement point.
- Undo the lock nut and turn the adjuster screw anti-clockwise a few turns. Tighten lock nut and retest the clutch engagement.
- If the engagement point is not low enough repeat the above step making sure that the clutch is completely disengaging.
- Once you have reached your desired engagement point and the clutch also disengages completely, re-check the master cylinder fluid level and top up if required. Check again for any leaks and if none found the vehicle should be ready for use.

## Notes.

- If the clutch pedal feels spongy, "dead" or seems to have free travel before clutch disengagement there may still be air trapped in the system. It may take several bleeds to completely remove all the air in the system.
- Sometimes if small amounts of air are still trapped in the clutch hydraulic circuit these will in time work their way out during repeated applications of the clutch and the vibrations and shocks experienced during use on the road. It may take a week or two of driving the vehicle before the clutch pedal feels completely firm.

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