



Incorrect handling of this part may cause premature failure.

Correct Handling	<p><u>Do not manually operate/compress the unit.</u></p> <p>Incorrect handling of this part may cause premature failure.</p> <p>This unit contains seals which may become dislodged, or chafe if handled incorrectly.</p>
Use Suitable Clutch Fluid	<p>Use vehicle manufacturers specified fluid only.</p> <p>(DOT 3, DOT 4 or DOT 5.1 – Please check for suitability).</p> <p>Do not mix fluids, as not all DOT fluid is compatible.</p>
Grease & Cleaning	<p>This unit is pre-lubricated during manufacture with a special high performance lubricant for maximum heat resistance.</p> <p>Any exposure from an unsuitable grease, brake cleaner, silicone based water displacement spray or any type of petroleum based product will have an adverse chemical reaction with the main shaft seal.</p>



Overlapping Ford slave cylinder connections over the years...



<-1999

1999->
2002/2003

2002/2003->

Design 1

(Superseded by this design & needs a replacement pipe).



The early Ford slave cylinders (threaded) have been superseded by design 2 (push-fit).

When replacing the old threaded model with the new push-fit model, the hydraulic pipe must also be replaced.

Ford pipe references;
415-0034-10 (Puma/Fiesta)
418-0032-10 (Ka)

Design 2

(Part number enclosed)

11.0mm Ø



If the vehicle is registered between 2002/2003 we recommend the **old & new part are compared** to verify the application.

Design 3

(Later part number)

12.0mm Ø



The later design has a larger pipe fitting.

This part number overlaps the earlier design in 2002 & 2003 on certain models.