





Fitment advice – Cylinder fitment to gearbox

This cylinder is designed to replace the original aluminium body cylinder.

| <u>Original aluminium design with conventional bleed fitting</u> | <u>Aftermarket plastic design with quick bleed coupling</u> |
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Some early gearboxes only have a small clearance hole, thereby physically preventing fitment of the quick release coupling.

In these cases, both the holes can be enlarged using a stepped or conical drill bit, to **at least 21 mm, with a maximum of 24 mm**. Afterwards, remove burrs on the inside and outside of the holes and clean swarf from the transmission bell housing.

Both concentric slave cylinders can be used without restriction on the vehicles specified in the catalogue, despite their different designs.

Catalogue note No.1 - : Early threaded connection cylinders have been superseded.

If the vehicle has an early cylinder design (threaded pipe), the cylinder would require a clipped pipe conversion (Ford pipe No.; 415-0034-10 (Puma/Fiesta) & 418-0032-10 (Ka)

Catalogue note No.2 - : Vehicles between 2002 & 2003 (11.0mm & 12.0mm clipped pipes)

This part number is only suitable for an 11.0mm inlet port. If the vehicle is registered between 2002/2003 we recommend the **old & new part are compared** to verify the application, as a later part number only suitable for 12.0mm pipe overlaps this period.

Manufacturers part numbers referenced for comparison purposes only.