

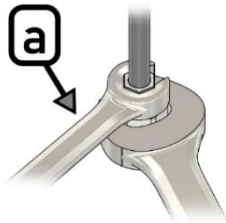
SiriMoto N1 Damper Delete

▪ Recommended Tools/Supplies:

- 10 & 12mm Socket, Socket Extensions, Ratchet; 10mm Flare Wrench; 13mm Wrench; 8mm Box Wrench; ¼" (~6mm) Bleeder Drain Hose; Honda Clutch Fluid; Paper Towels

▪ Removing the Clutch Damper:

1. Remove the battery and metal battery tray (10 & 12mm Hex Head Bolts), then locate the damper by following the tubing coming from the master cylinder.
2. Using a 10mm Flare Wrench (a), loosen the fittings at the Clutch Damper, but do not unscrew them completely to help avoid fluid loss.
3. Remove the two 10mm Hex Head Bolts holding the damper bracket to the vehicle.
4. Place an optional towel or small plastic tray underneath the factory damper assembly to catch fluid drips if desired. Now, remove the clutch damper/bracket assembly, by unscrewing the fittings that were previously loosened, unfastening the hard lines from their retaining clips (white), and then *cap the lines temporarily to avoid fluid spills*. Note: There is no need to detach the damper from the bracket itself.



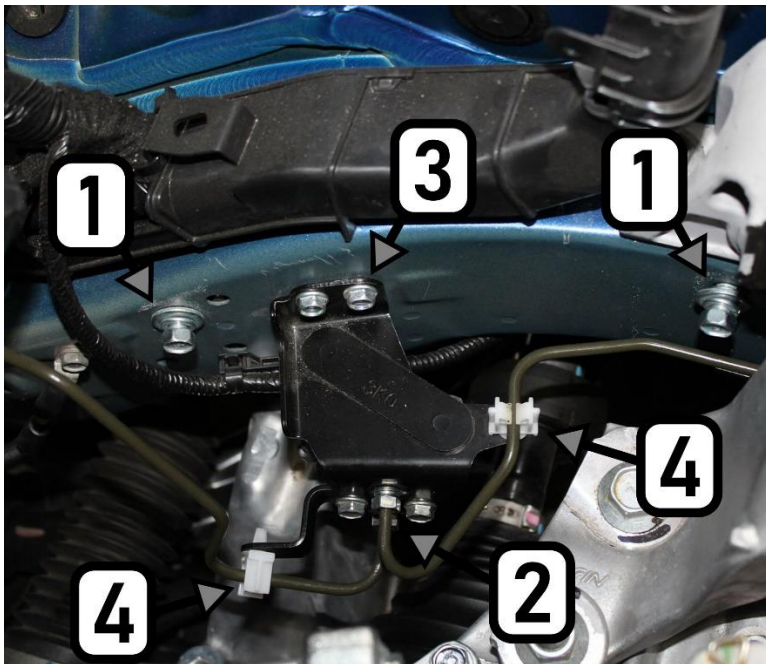
▪ Installing the Damper Delete:

1. Screw in the pipe fittings to the damper delete assembly by hand, making sure to set the lines in their original vertical positioning and orienting the u-bend towards the driver.
2. *Using a flare wrench, tighten ONLY the 10mm fittings* and hold the 13mm fittings stationary with a 13mm wrench. Do not allow the 13mm fitting to spin/turn, nor the damper delete.
3. Once tightened, check for proper clearance around the hard-line, and manually adjust/bend with *light* pressure if needed. Note: During final tightening, the damper delete may rotate so the bend faces down. This is fine.

▪ Bleeding the System (conventional 2-person method):

1. Open the brake/clutch fluid reservoir cover. *NOTE: Ensure the reservoir is not depleted of fluid at any point.*
2. Connect a drain hose to the slave cylinder bleeder screw and open the bleeder screw by about ½ turn, using an 8mm box wrench.
3. Pump the clutch pedal 10~20 times, keeping a smooth and steady pace, until fluid starts to flow out of the drain hose.
 - a. At this point the Speed Bleeder can be installed for an easier pressure bleed, or proceed by using the OEM bleeder valve.
4. Close the bleeder screw and pump the pedal 3~5 times to build pressure.
5. With the pedal held down, open the bleeder screw to allow fluid/air out of the lines, then close the bleeder.
6. Pump the pedal 3~5 times and repeat the bleeding process to the point that there are no more air bubbles coming out of the system. There should be a noticeable difference in pedal feel once the system is bled properly – it should feel normal/stock again.
7. Close the bleeder and top off the fluid reservoir.
8. Cycle the clutch pedal while checking for fluid leaks. If leaks are present, retightening the fittings would be necessary.
9. Reinstall all parts previously removed (reservoir cap, battery tray, etc.).

Clutch Damper and Hardware Location



OEM Clutch Damper Assembly

