



10th Gen Civic Type-R FK8
Clutch Master Cylinder Install Guide

TABLE OF CONTENTS

Parts Overview	3
Kit Contents/Part Numbers	3
Installation	4
Removing the Battery & Airbox.....	4
Clutch Line/Hose Removal.....	4
Master Cylinder Removal	5
Installing the N1 Hydraulic Clutch Line.....	5
Installing the N1 Clutch Master Cylinder	6
Finishing and Final Checks	7

IMPORTANT SAFETY DISCLAIMER: When working on your car, always follow proper safety procedures. This includes, but is not limited to, letting your car cool down, using the correct tools and protection, jacking/lifting your car correctly, and in general being careful about what you are doing. If you do not feel confident doing something, do not attempt it! Instead, have someone else with more experience try or hire a professional. SiriMoto (and any reseller) cannot be held responsible for any incidental or direct damages, injuries, or additional costs caused by installing any of the parts in this kit.

PART NUMBER	DESCRIPTION/CONTENTS	QUANTITY
SM-HC17-N1-CMCK	10th Gen Civic FK8 N1 Clutch Master Cylinder Kit	1
	Clutch Master Cylinder with Port Adapter	1
	Clevis Cotter Pin	1
	Mounting Gasket	1
SM-HC17-N1-HY-CL	10th Gen Civic FK8 N1 Hydraulic Clutch Line	1
	Stainless-Steel Braided Hose [55" Length]	1
	M12x1.0 Male to -3 AN Male Adapter	1
	M10x1.0 Banjo Bolt, Silver Zinc 18mm Length	1
	M10 Crush Washer	2
	Speed Bleeder - M8x1.25	1
	3/8" ID Damping Loop Clamp, Stainless / EPDM Rubber	2

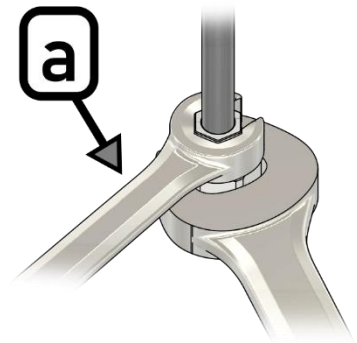
I. Installation

a. Removing the Battery & Airbox

1. Disconnect the Negative and Positive Battery Terminals with a 10mm Socket or Wrench, then remove the Battery Tie-Down by loosening the 2x 10mm Hex Nuts.
 - *PRO Tip: Let the car cool to a comfortable working temperature.*
2. Remove the Battery by pulling the Battery Box forward, to give room for it come out, and proceed by pulling the box out as well.
3. Remove Airbox Assembly, or aftermarket intake if installed, to allow for easier access to the Clutch Slave Cylinder.

b. Clutch Line/Hose Removal

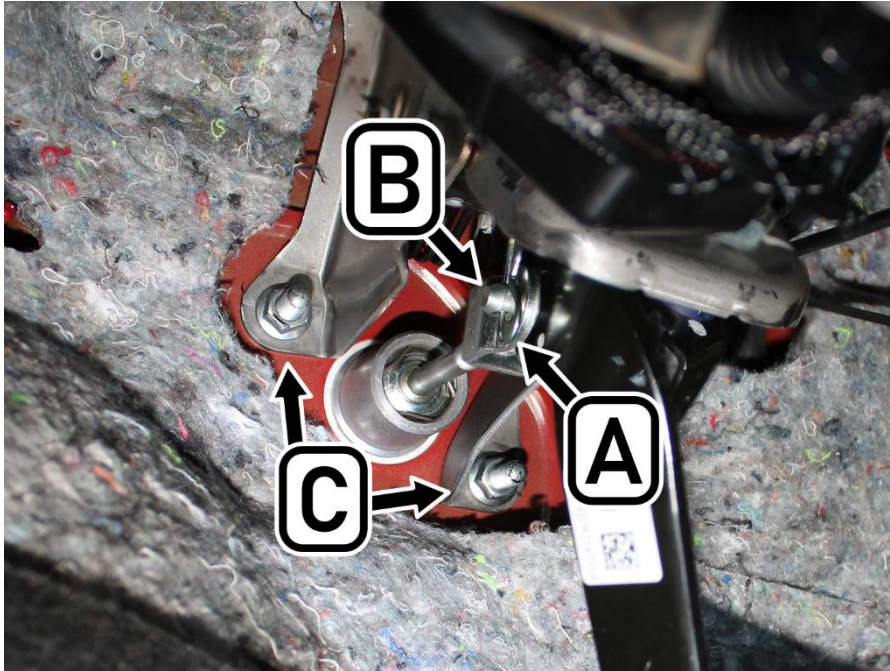
Note: Use of a Flare Nut Wrench (a) is highly recommended when loosening/tightening the 10mm Clutch Line Fittings. Also, do not spill brake fluid on the vehicle; if brake fluid gets on the paint or plastic, wash it off immediately with water. Plugging the ends of the clutch reservoir hose and flare nut will help prevent spilling of brake fluid.



1. Remove the Master Cylinder Clutch Metal Line by loosening the 2x 10mm Hex Fittings at both ends of the line (found at the Clutch Master 'Out' Port and the frame rail mounting bracket).
2. Remove the Slave Cylinder Clutch Line & Hose assembly by loosening the Hex Fitting at the Slave Cylinder port and unbolting both Mounting Brackets (found at the Transmission and the Frame Rail).

c. Master Cylinder Removal

1. At the Clutch Pedal, remove the Clevis Cotter Pin (A) followed by the Clevis Pin (B). Then proceed by removing the 2x 12mm Hex Nuts (C).



2. From the engine bay, disconnect the rubber Reservoir Hose at the inlet port and remove the Clutch Master Cylinder Assembly.

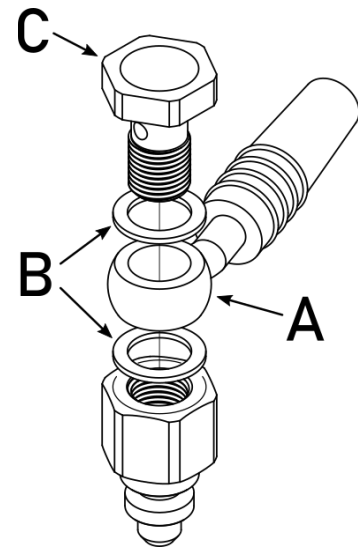
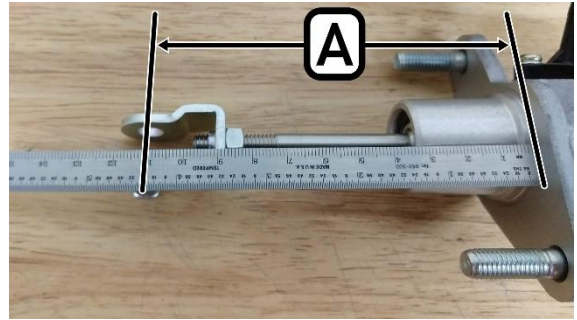
d. Installing the N1 Hydraulic Clutch Line

Note: The N1 hydraulic hose is directional; banjo fitting connects to the master cylinder.

1. Route the female-end of the clutch line, starting where the Clutch Master Cylinder is installed, and follow a similar path as the OEM Hose/Line assembly to the Slave Cylinder.
2. Once routed, connect the female-end to the Clutch Slave Cylinder by installing the M12 to -3AN adapter to the slave cylinder and connecting the hose to it. Secure the hose routing by using the 2x Dampening Loop Clamps where the original brackets were previously installed, and tightening the fittings to 11lb/ft,. ***Bending of the loop clamps may be necessary, to avoid harsh bends of the N1 Clutch Line.*** This can be done by mock-fitting the clamp and using a screwdriver to act as the hose, thus allowing you to bend the loop clamp to fit.

e. Installing the N1 Clutch Master Cylinder

1. Measure the length of your original Master Cylinder from the mounting face of the cylinder to the Hole for the clevis pin (A).
2. Remove the original clevis and install it onto the SiriMoto Master Cylinder.
3. Prep the Clevis/Rod Length (A) by adjusting it to match your OEM master cylinder length and torque the jam nut to 13lb/ft.
4. Prime/Bench-Bleed the master cylinder. This procedure is highly recommended and will avoid air bubbles, as well as speed up the bleeding process once the kit is installed.
5. Install the Banjo-End of the N1 Hydraulic Clutch Line to the master cylinder. Using the supplied hardware, sandwich the Banjo-End (A) with 2x Crush Washers (B), and fasten it with the Banjo Bolt (C).



6. Bolt the clutch master cylinder to the Firewall/Pedal Assembly and torquing the two Hex Nuts to 10lb/ft, then connect the master cylinder clevis to the clutch pedal with the Clevis Pin and Cotter Pin.

Important: *Incorrect adjustment of the master cylinder Clevis/Pushrod can cause binding, yield inconsistent performance, and lead to premature failure. In addition, adjustment of the Clutch Pedal Switch outside of factory specification should be avoided. If adjustment is necessary, refer to the Honda factory service manual for correct specifications.*

f. Finishing and Final Checks

1. With all the parts installed and fastened, bleed the hydraulic system and check for proper actuation along with checking for any potential leaks at any of the junction/connection points.
2. Install any remaining parts in reverse order (airbox, battery, etc.).

Congratulations! Installation of our SiriMoto N1 Clutch Master Cylinder Upgrade is complete, and you can now enjoy the crisp pedal feel/clutch actuation this system brings.

From the SiriMoto Team, we thank you for choosing this kit, as countless hours were put into the development of this kit along with real-world track testing.

Best Regards,
TEAM
SIRIMOTO

