



B and D Series Honda/Acura
N1 Clutch Master/Slave Cylinder Install Guide
for EG/EK/DC/DB Chassis

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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-HCEG-N1-CMCK	N1 Clutch Master Cylinder Kit	1
	Clutch Master Cylinder	1
	Clevis Cotter Pin	1
SM-HCEG-N1-SCK	N1 Clutch Slave Cylinder Kit	1
	Clutch Slave Cylinder	1
	Speed Bleeder [M7X1.0]	1
SM-HCEG-N1-HY-CL	N1 Hydraulic Clutch Line	1
	Stainless-Steel Braided Hose [55" Length]	1
	M10x1.0 Banjo Bolt, Silver Zinc 18mm Length	1
	M10 Crush Washer	2
	3/8" ID Damping Loop Clamp, Stainless / EPDM Rubber	2
	M6x1.0 Hex Head Bolt [14mm Length, w/ Washer]	2
M6x1.0 Hex Head Nut [w/ Washer]	2	

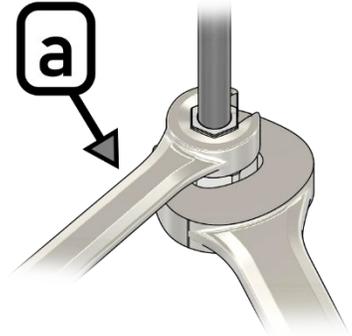
I. Installation

a. 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.

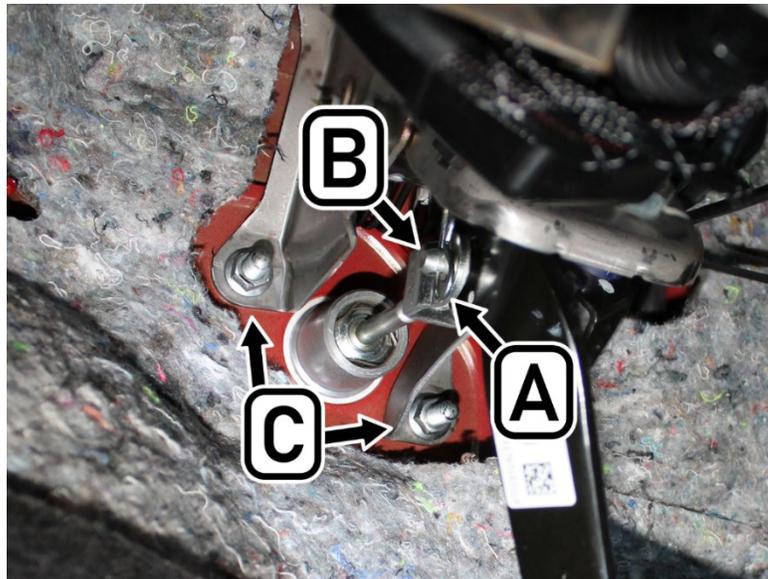
PRO TIP: Plugging the ends of the clutch reservoir hose and flare nut will help prevent spilling of brake fluid. Also, draining the entire system will help prevent unwanted leaks or spills during installation. This can normally be done with a vacuum pump or by simply soaking up the fluid from the reservoir with a couple of towels.

1. Remove the main Master Cylinder Hard-Line by loosening the 10mm Hex Fittings at both ends of the line (found at the Clutch Master Cylinder 'Out' Port and the firewall mounting bracket).
2. Remove the Slave Cylinder Clutch Line & Hose assembly by loosening the 10mm Hex Fitting at the Slave Cylinder port and unbolting line-bracket at the transmission.



b. 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 reservoir by undoing the 2x 10mm Hex Head Bolts.
3. With everything disconnected, remove the Clutch Master Cylinder Assembly.

c. Slave Cylinder Removal

1. At the transmission, remove the 2x 12mm Hex Head Bolts fastening the factory slave cylinder to the transmission housing.

d. Installing the N1 Clutch Slave Cylinder

1. Prep the Slave Cylinder by installing the Pushrod through the dust boot:



Note: Use a light coat of grease/oil when installing the Pushrod.

2. Install the clutch slave cylinder by reusing the 12mm bolts and tightening them to 16lb/ft.

e. Installing the N1 Hydraulic Clutch Line

Note: The replacement line installs one way.

1. Begin from the Clutch Master Cylinder by routing the Slave Cylinder end of the clutch line (denoted with a 'SiriMoto' label) and follow a similar path as the OEM Hose/Line assembly.

2. Once routed, connect the M10 Male Fitting to the Clutch Slave Cylinder, then tightening to 11lb/ft.
3. Secure the hose by using the 2x Dampening Loop Clams. Shown here are two good mounting options for the loop clams:



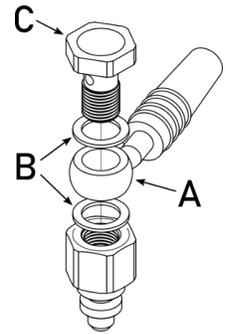
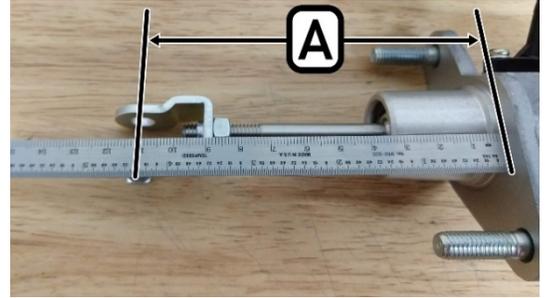
- Bracket located on top of the transmission.



- 10mm Hex Head holding the Brake Line Block mounted on the Firewall.

f. Installing the N1 Clutch Master Cylinder

1. Prep the Clevis/Rod Length (A) by adjusting it to match your OEM master cylinder length and torquing the jam nut to 13lb/ft.
2. 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.
3. 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), then tightening to 11lb/ft.
4. Proceed by bolting the clutch master cylinder to the Firewall/Pedal Assembly and torquing the 2x Hex Nuts (A) to 10lb/ft, and finish by reinstalling the Clevis Pin, Cotter Pin, and Reservoir.



g. 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.
 - *It's recommended to start with a gravity/vacuum bleed by using the standard bleeder screw, then proceed pressure bleeding with the provided Check Valve Bleeder.*
2. Install any remaining parts in reverse order.

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

