



LIMORA

Ersatzteile für klassische britische Fahrzeuge

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TR2-6 CO – Axial fitting instructions

Removal:

1. Remove gearbox.
2. Remove clutch slave cylinder and carrier then remove the cross shaft fork pin and extract the cross shaft.
3. Remove the gearbox front cover and clean off the front cover gasket. Except for the gearbox, none of the above will be re used.

Fitting:

1. Check that the new front cover has a seal fitted to it. Fit a new front cover gasket and assemble the cover to the gearbox using the original bolts and copper washers. It is a good idea to grease the input shaft and the oil seal prior to assembly, and also to use a small amount of gasket sealant on the gasket.
2. For most TR applications the latest version (2000 onwards) of the co-axial cylinder is designed with the correct overall length. However some non-standard or competition applications may require a spacer (sold separately) to be fitted between the gearbox adapter and the cylinder assembly:
 The co-axial cylinder requires a 3mm (approx) clearance between the fingers of the clutch cover and the release bearing. To establish this:
 - a) Measure the distance from the clutch diaphragm fingers back to the engine block (the mating face with the gearbox). To do this lay a straight edge across the clutch fingers, taking care to keep the edge parallel with the flywheel and measure back to the engine block. This is a 3 handed operation so a willing helper may be of some use.
 - b) Next measure the distance from the release bearing face to the face of the gearbox bell housing. To do this lay a straight edge across the bell housing and measure back to the bearing a steel rule or similar.
 Subtract the first measurement from the second and this will give you the clearance. If you have less than 3mm clearance please contact Cambridge Motorsport for advice. If you more than 3mm clearance it will be necessary to machine a spacer to fit between the gearbox front plate and the main cylinder body. Cambridge Motorsport can provide spacers in various sizes. Please contact us for advice.
3. Fit the Cylinder assembly to the front of the gearbox including spacer if required.

4. Now that the mechanism is mounted you can plumb in the hydraulics. Fit the stainless steel „terminal“ bracket to the gearbox flange in the same position as the original slave cylinder bracket. At this stage you may like to leave the bracket bolts loose, as you will have to remove them to fit the stone guard when the gearbox is fitted.
5. There are 3 flexible hoses enclosed with the kit. Mount the flexible hose in the upper of the two 3/8“ holes in the „terminal“ plate with the hose running forwards towards the engine and secure with the nut and washer supplied.
6. Now feed flexible hose through the cross shaft bearing hole on the same side as the „terminal“ plate. Screw this onto the end of the male fitting of the hose you have just fitted to the „terminal“ plate described above. Screw the other end into the inlet on the main cylinder. (arrow down marked on cylinder)
7. Now fit the bleed nipple assembly to the „terminal“ with the bleed nipple facing forward and secure with the nut and washer provided. Fit the last flexible hose through the same cross shaft hole and screw in onto the back of the bleed screw assembly, screwing the other end in to the outlet hole on the main cylinder. (arrow up marked on cylinder)
8. Now check that all fittings are tightened, as you cannot access them once the gearbox is fitted. Drill two holes in the bell housing and fasten the two hoses with a tie wrap. Fill the shaft bearing hole, where the two hoses pass through with silicon or RTV compound. This stops the pipes chafing and keeps out the dirt.
9. Check that the clutch release bearing is fitted correctly to the front of the piston and refit the gearbox.
10. Attach the other end of the flexible pipe to the original clutch hydraulic feed pipe and bleed the system in the normal way through the bleed nipple.
11. The co-axial cylinder has less fluid capacity than some original slave cylinders. To avoid over pressurising the cylinder it is necessary to change the clutch master cylinder to one with a smaller capacity or fit a simple pedal stop under the clutch pedal inside the footwell.