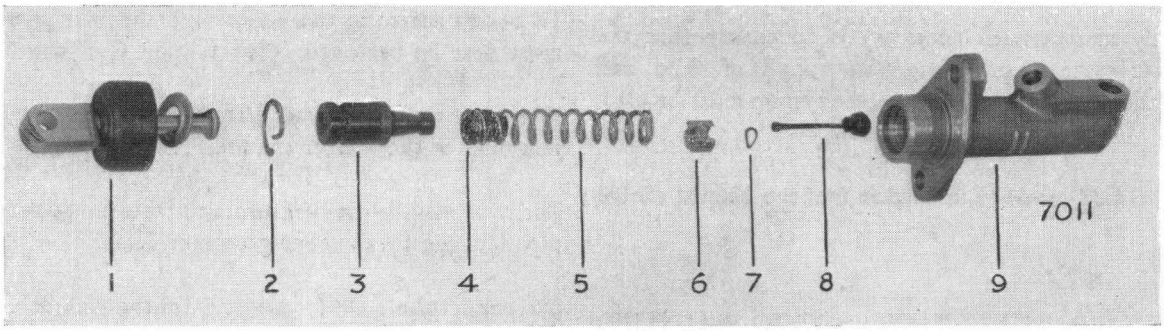

Fig. 3. *Exploded view of Master Cylinder*

Tap the cylinder on the palm of the hand, and the piston and spring assembly can be withdrawn. (See Fig. 3.)

The assembly can be separated by lifting the thimble leaf (4) over the shouldered end of the plunger (3). Depress the plunger spring (5) allowing the valve stem (8) to slide through the elongated hole in the thimble (4). Remove thimble, spring and valve complete. Detach the valve spacer (6) and spring washer (7). Examine all parts and replace as necessary.

To reassemble (See Fig. 3)

Locate the spring washer (7) under the valve head (8) and position the valve spacer (6) legs towards the valve head. Replace the spring (5) on the spacer (6) and fit the thimble (4). Compress the spring and engage the valve stem into the elongated hole in the thimble. Fit the thimble to the plunger, and engage the leaf with the plunger shoulder, locating the valve stem into the hole in the plunger.

Smear the assembly with the grease SUPPLIED IN THE KIT and insert into the cylinder, valve end first. Replace the push rod and dished washer (1), followed by the circlip (2), which must engage with the groove in the cylinder body (9). Replace the rubber dust cover.

When complete, refit the cylinder to the car, reconnect the pipes, fill and bleed the system. (See paragraph, "Bleeding the system".)

Refit the petrol tank.

SLAVE CYLINDER

Description (See Fig. 4)

The slave or operating cylinder is similar in principle to a wheel brake cylinder, and consists of the following parts:— A main body or cylinder assembly, inside which operate a piston, with a rubber cup, and a return spring. These are retained by a circlip and protected by a rubber cover.

A bleeder screw provides the only means of bleeding the hydraulic system.

The operating rod is connected to the withdrawal lever by a hollow rivet.

No adjustment is necessary or provided for, between the release bearing and the release lever, as the design of the slave cylinder maintains the clutch release bearing in light contact with the thrust pad when the clutch is in the fully engaged position.

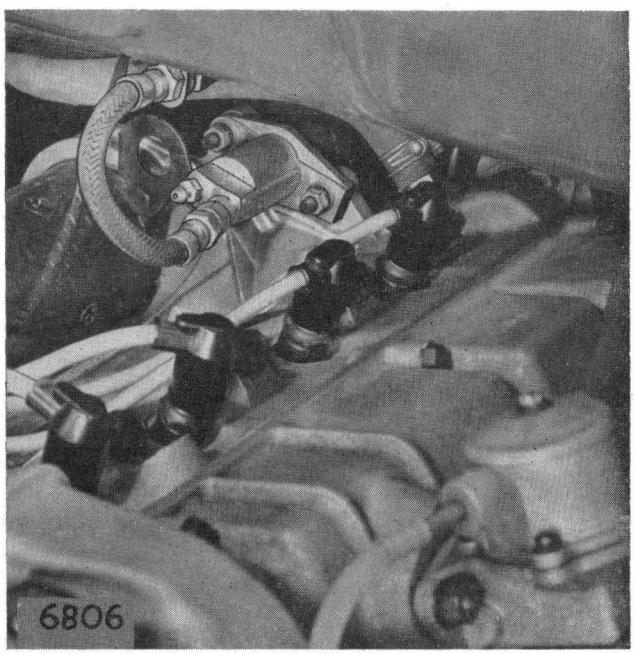

Fig. 4. *General view of Slave Cylinder*