

ZSPEED PERFORMANCE "CMAK" V3

Clutch Movement Alteration Kit

Concentric Slave Cylinder CSC Delete

*Thank you for choosing **ZSpeed Performance***

*This is a guideline to install our CSC Delete kit "**CMAK**"*

CMAK will delete the Concentric Slave cylinder in models that come with the OEM Nissan Plastic Concentric Slave Cylinder or "CSC"

CMAK is a direct bolt on kit with no modifications needed to install.

Fits:

2007-2008 Nissan 350Z

2009+ Nissan 370Z

2008+ Infiniti G37

Infiniti Q60 6MT

2007-2008 Infiniti G35S Sport Sedans

Installation should be performed by a qualified automotive repair technician.

Items needed to install

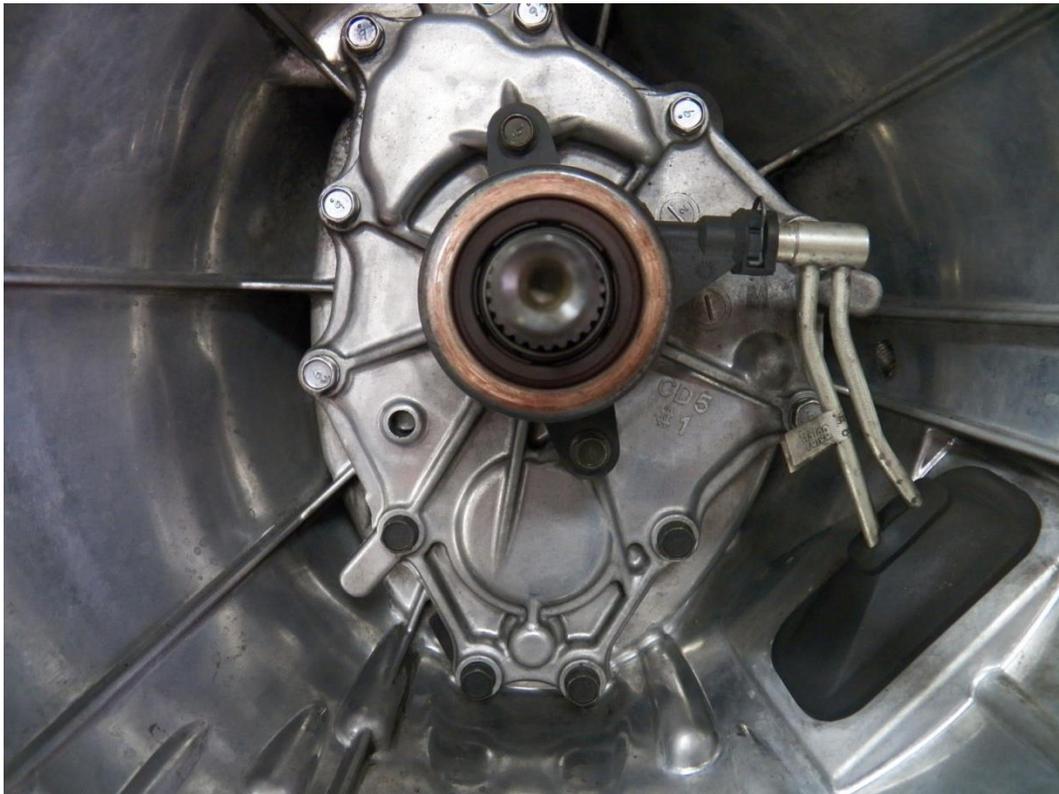
- Blue Loctite
- Bearing Guide/Slide Tube Grease (wheel bearing grease)

Step 1

DRAIN Transmission Fluid

Remove Transmission

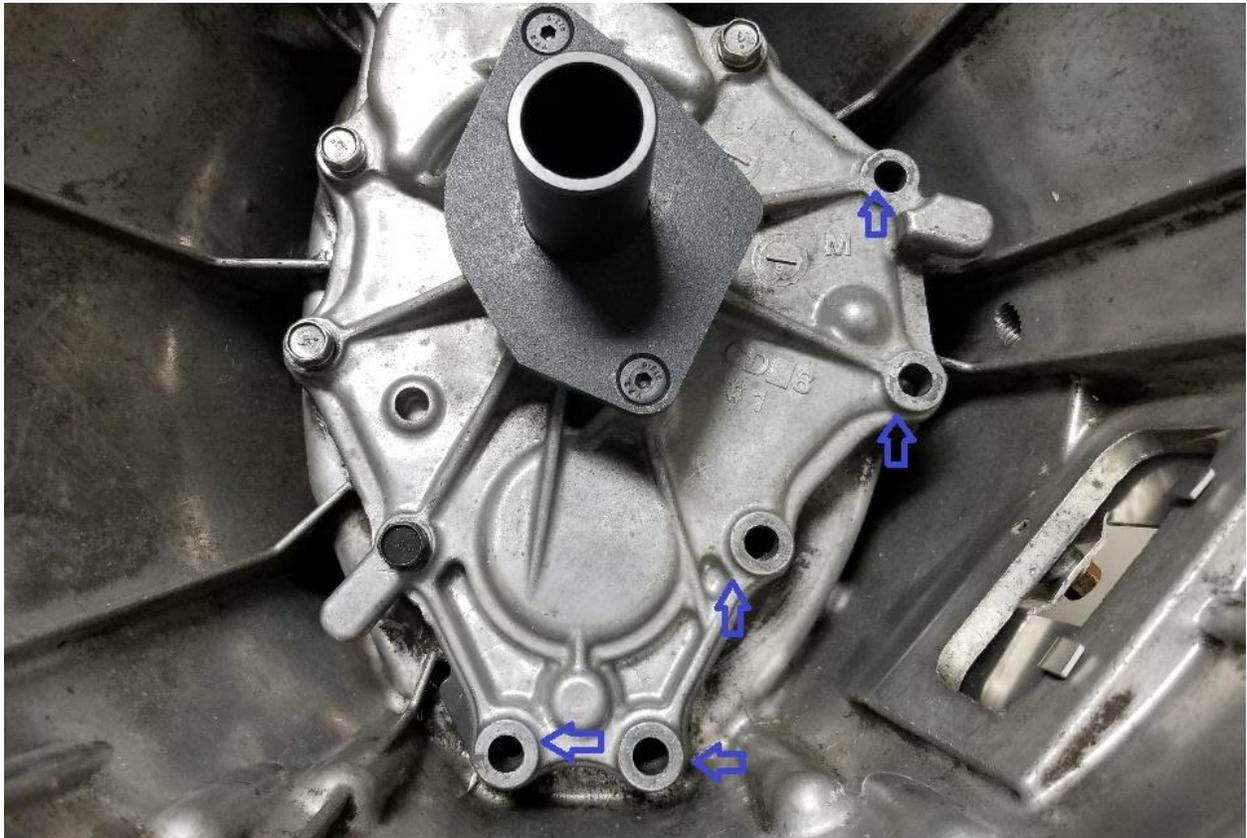
Remove Stock CSC Clutch Slave Cylinder, Dust boot and pipe assy by removing the pipe clip & 2 bolts, retain tube bracket bolt on the outside of the trans, you will use this to mount the dust cover later.



Step 2

Install CMAK Release Bearing Guide Tube and Retainer plate onto front cover with supplied bolts, YOU MUST USE SUPPLIED BOLTS (Use blue Loctite on threads) in same location as the stock CSC making sure center bearing guide aligns & centers under retainer plate. TQ bolts to factory spec of 80 inch lbs and loctite threads.

Remove 5 bolts as shown on front cover locations below.



STEP 3

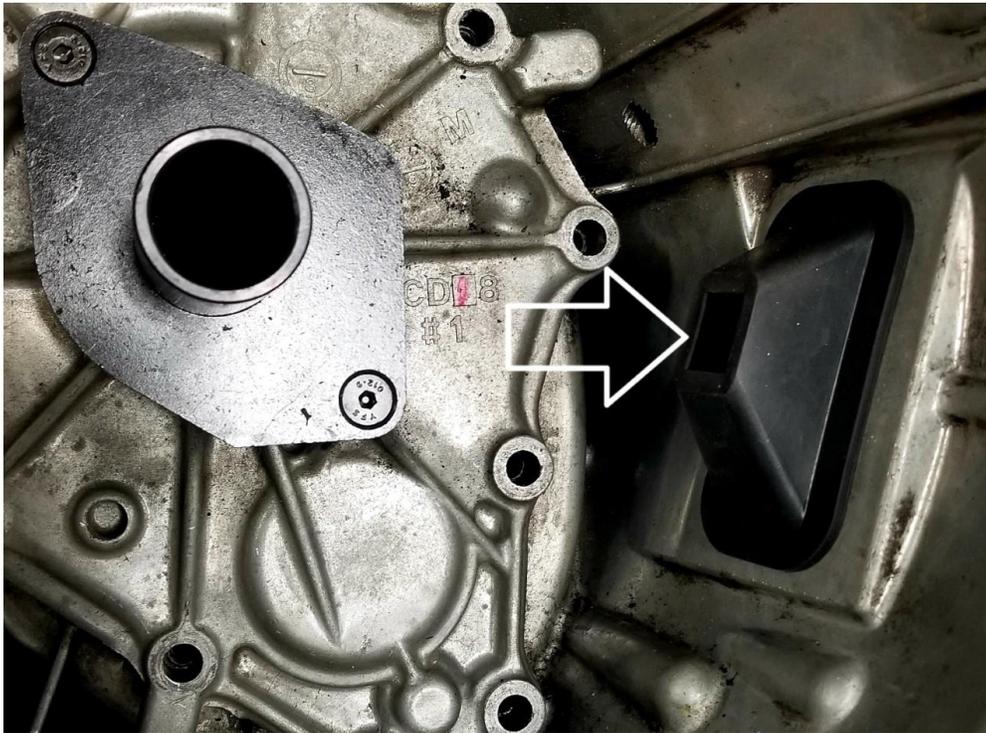
Install Throw Out Bearing on to Fork Assy, **Liberaly Grease** points marked with RED triangles with High Temp, High Pressure grease (wheel bearing grease) All contact points of fork to bearing and Fill recess inside bearing guide and coat **thoroughly.**

ENSURE HOLDER SPRING IS INSTALLED IN CORRECT DIRECTION!



STEP 4

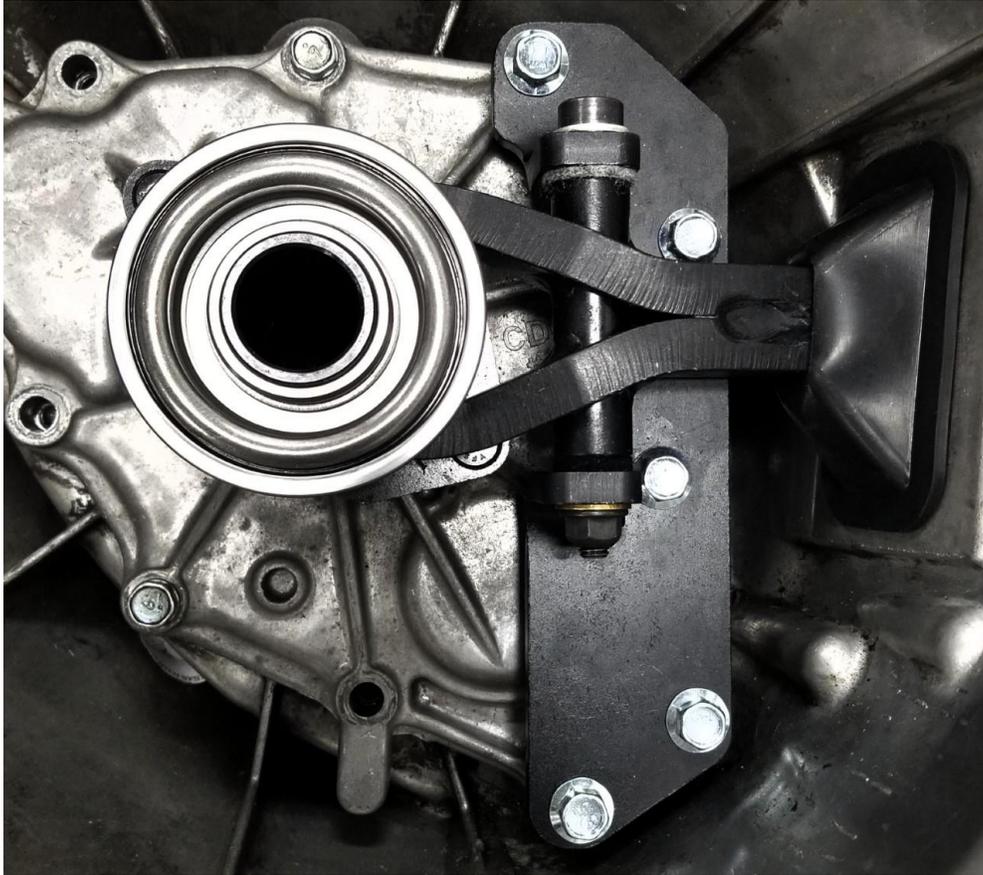
Install Rubber Dust Boot



install CMAK Clutch Fork, Bearing and Bracket assembly with the QTY (5) 50mm long bolts, Slip fork and bearing assembly preassembled through dust boot.

Adjust boot fitment if needed.

Apply BLUE LOCTITE/Sealer 243 or similar onto threads of all 5 mounting bolts.



Tighten top and bottom 2 bolts on the bracket finger tight while holding up of fork end slightly. (this centers the bracket) then finger tighten the other 3 bolts, TQ top and bottom bolts to 20 ft-lbs, then tighten remaining 3 bolts to 20ftlbs. Check fork operation, If throw out bearing does not move easily loosen 5 bolts on bracket and adjust holding slight pressure upwards on slave end of fork, tighten & recheck.

Step 5

Reinstall Transmission into vehicle.

After trans is in and bolted to engine check clearance from the front face of the fork arm to the front opening in the bell housing, Distance should measure 11-16mm (15-16mm is optimum) with a new proper height clutch/flywheel. Distance may be smaller if the clutch is used or if clutch stack height is too tall. Distance will vary depending on the amount of clutch wear. The more worn the clutch the closer to the front the fork will be. If using the OEM Original Factory clutch set this distance will be smaller. Install both starter bolts to center starter and tighten, Now remove lower starter bolt.

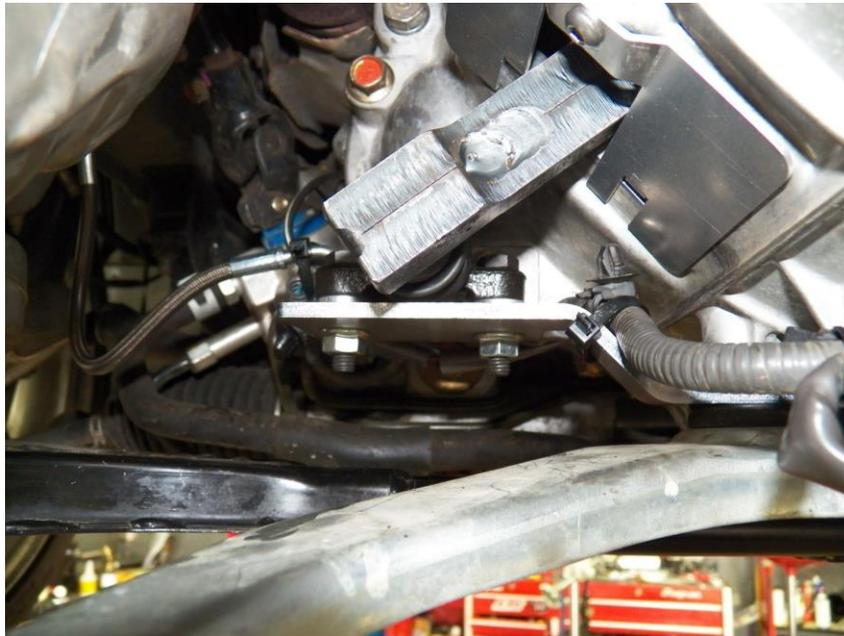
Unbolt & Remove slave cylinder from bracket noting location of spacers.

Install Slave cylinder mounting bracket to transmission using the lower original starter bolt and the supplied M10X1.5 bolt, Install Slave Cylinder to Bracket using included ¼" thick spacers between slave and bracket, adjust slave to make sure piston rod is sitting as straight as possible and tighten bolts.



Step 6

Install Stainless Clutch hose to OEM hard pipe and slave cylinder AND ROUTE AWAY FROM EXHAUST AND STEERING KNUCKLE. Remove the 1 or 2 metal harness brackets (depending on model) from starter harnesses and zip tie harness to slave bracket. You can route the harness between bracket and transmission.



Follow normal bleeding procedures to bleed hydraulic clutch system and e-brake applied test for proper clutch release.

Support 937-506-7224 Sales@ZSpeed.com



ZSpeed CMAK V2 OR V3 with Stock Style OEM Clutch Pressure Plate

To use the stock pressure plate with the ZSPEED CMAK it is recommended to remove the “over center bracket” This is done simply by cutting the bracket in the 6 locations marked in red.

This is not needed when not using the stock style clutch concentric clutch slave.

Make the cuts as even as possible so you do not upset the balance of the pressure plate.

Cut at red lines.

Cut here

After Cutting

