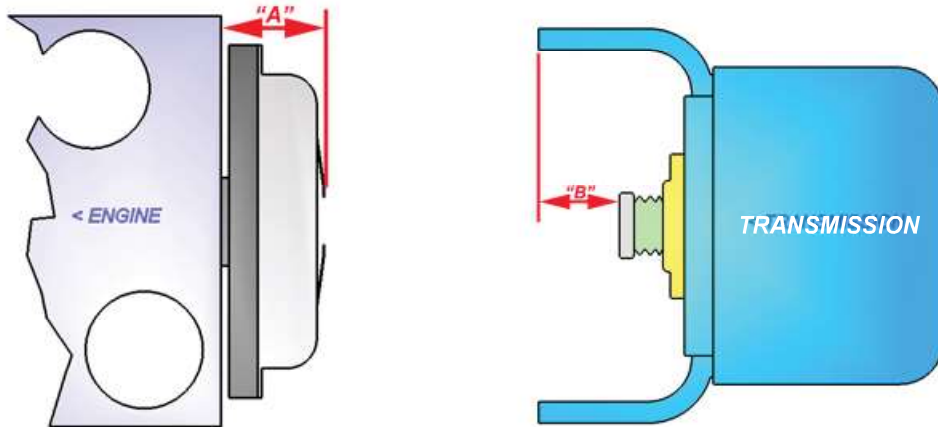


Due to the many combinations of clutches, flywheels, & bellhousings, this hardware is a starter kit that includes nominal CSC spacers that may need modification based on your specific installation. You must space the CSC so that it is compressed by 13mm from fully extended when installed to avoid over extending and damaging the CSC during operation. Most typical clutches will fully release with 7.5 to 8 mm of CSC travel and will fully release properly by this 13mm setting with a safety margin.

**L3507-CSCM1**  
 JWT CSC TO JWT 6SPD ADAPTER  
 HARDWARE



## CHECKING FOR PROPER JWT CSC POSITIONING WHEN USED WITH JWT 6SPD TRANS ADAPTER



**Measurement "A"**: On the engine side with the flywheel and clutch installed: measure the distance from the engine / bellhousing mating surface to the clutch release fingers.

**Measurement "B"**: On the bellhousing / transmission with the C.S.C. installed, measure from the bellhousing / engine mating surface to the CSC bearing surface with the CSC fully extended.

Subtract Measurement "B" from Measurement "A" to find "C" the installed CSC bearing surface to release fingers installed position.

The JWT CSC has approximately 20mm of total travel. Most clutches fully release within 8mm of release finger movement. Due to various master cylinder / pedal assembly ratios etc., it is important to ensure that your setup can never over extend the CSC, which will cause the CSC to fail. A good CSC installed position ("C"), would be no less than 13mm compressed from fully extended, which will give you the 8mm needed for a full clutch release plus an additional safety margin of 5mm before over extending the CSC. This would also leave 7mm of unused compression distance to account for clutch wear over time, as the release fingers position tends to move toward the CSC as the clutch disc wears thinner. The CSC bearing automatically moves back as the clutch wears, so this additional 7mm insures there is room for this to happen during the life of the clutch.

