



Parts List

- A. New fully hydraulic booted release bearing
- B. Aluminum bearing adapter
- C. (3) 6mm mounting screw for bearing adapter
- D. (2) 6mm flanged hex screws for release bearing to adapter
- E. -4 AN braided steel line, flange, & grommet kit
- F. Black bleeder elbow

Installation Instructions

1. Remove factory clutch fork and bearing. These will not be re-used.
2. Remove the factory slave cylinder if it has not been removed. This will not be re-used. (Fig #1)

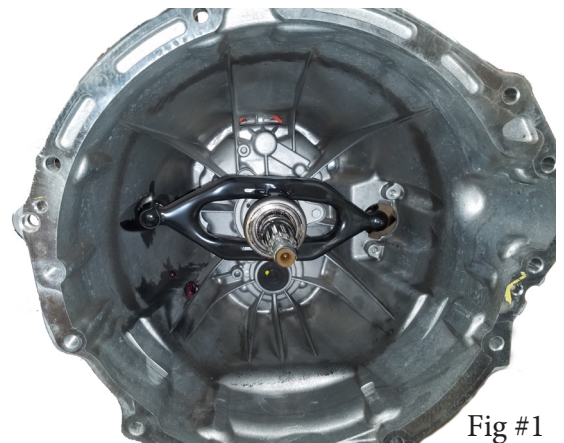


Fig #1



Fig #2

3. Remove 3 bolts holding the factory throw out bearing collar (10 mm socket). This will not be re-used. (Fig #2)

4. Inspect and clean the mounting surface for the new aluminum bearing spacer. (Fig #3)



Fig #3

5. Please take note of the proper orientation/ alignment on these next steps for the adapter and release bearing. (Fig #4, #5, #6)

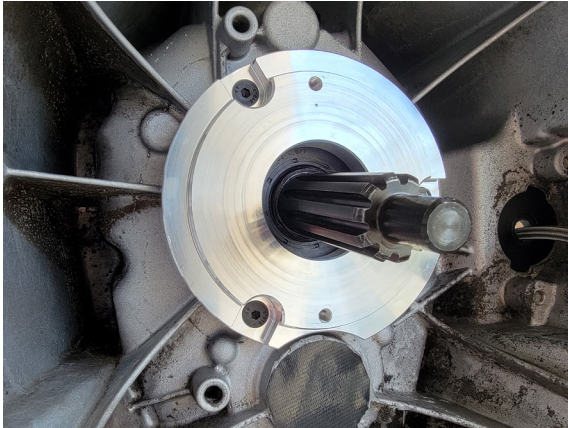


Fig #4



Fig #5

6. Place the aluminum bearing adapter with notch on the back side (transmission side) towards the bottom (6 o'clock position). Use the three M6 x 1.00 x 20 mm countersunk screws to attach the adapter to the transmission, use a small drop of Loctite and torque the screws to 15 ft/lbs. (Fig #4 & #5)

7. Install new release bearing using the two M6 x 1.00 x 25mm flanged hex screws. Position the -4AN fitting as shown in the instruction. Should be at the 12 o'clock position, use a small drop of Loctite and torque the screws to 15 ft/lbs. (Fig #6)



Fig #6

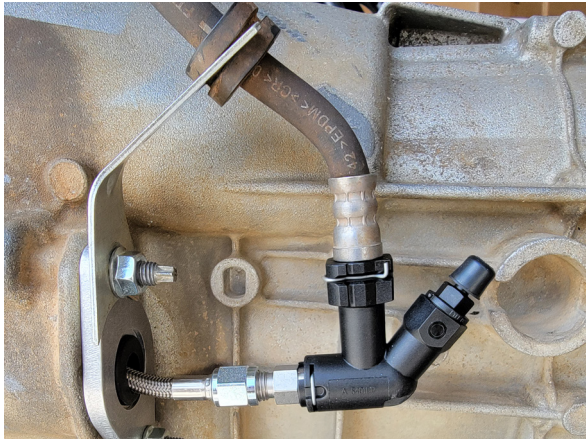


Fig #7



Fig #8

8. From the outside of the transmission, route the -4AN line and flange kit through the old slave cylinder hole and mounting surface. Attach the -4AN line to the -4AN fitting on the release bearing. Tighten line to 100 in/lbs. (inch pounds). Do not over tighten. (Fig #8)

9. Slide the aluminum flange over the two mounting studs where the old existing slave cylinder attached. Tighten flange plate using the two existing nuts. (Fig #7)

10. Attach black bleeder elbow to the -4AN line on the outside of the transmission. Leave this loose until the transmission is in place. Tighten the elbow when the factory feed line has been attached.

11. Bleeding procedure: The hydraulic system is completely empty. Priming the system is fairly simple. Pump the clutch pedal 20-50 times to achieve pressure. With the clutch pedal depressed (pressure on the system) slightly open the bleeder screw to remove air bubbles. You may have to repeat this process several times to fully rid the air in the hydraulic system. We recommend MityVac for removing the air in the system as well.

12. Double check your hydraulic lines and at the bottom of the bellhousing to ensure you do not have any leaks.

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McLeod Racing LLC, products are warranted to be free from defects in material and workmanship for the period of ninety (90) days, from the date of purchase. McLeod does not warrant or make any representations concerning its products when not installed and/or used strictly in accordance with the manufacturer's instructions for such; installation and operation, and in accordance with good installation and maintenance practices of the automotive industry. Products purchased used do not carry a warranty. This warranty is to the original purchaser and is non-transferable. McLeod Racing LLC will not be held liable for the labor charges and other intangible or consequent losses that might be claimed as a result of the failure of any part, nor shall it be liable for damages or injury to persons or property resulting from the misuse or improper installation of any part subject to this warranty. No merchandise may be returned for any reason unless prior return merchandise authorization number (RMA) has been obtained from McLeod. An RMA number may be obtained via [www.mcleodracing.com](http://www.mcleodracing.com) or by calling McLeod directly. McLeod Racing LLC reserves the right to examine all parts returned for warranty claim to determine whether or not any such part has failed because of a defect in material or workmanship. McLeod's obligation under this warranty shall be limited to repairing, replacing or crediting, at its option, any part found to be defective. All products returned to McLeod for warranty inspection must be prepaid by the customer under this warranty. In a racing environment, the type of stress placed on automotive parts can vary dramatically by the type of use, driving style, track preparation, differing tire style and other variables that are out of McLeod's control. For this reason, any parts used in a racing environment shall be void of any warranty either expressed or implied. There are no other warranties, either expressed or implied including, but not limited to, warranty of merchantability, and warranty of fitness for a particular purpose which extend beyond those set forth in the preceding paragraphs. This warranty shall be interpreted and applied in accordance with California law.

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