



## 1955 – 57 Chevrolet Hydraulic Clutch Conversion Kit

- 1) Remove all of the existing factory mechanical clutch linkage components. (Clutch rod, Bell Crank/Z bar and Over-center spring & bracket) from under the dash and at the bell housing area.



Figure 1



Figure 2

- 2) Remove the brake master cylinder and booster assembly (if equipped). Carefully remove the brake lines from the master cylinder and mark them to be certain they are reinstalled into the correct ports. Brake lines may need to be rerouted if interference occurs. Only use proper steel brake lines when rerouting the brake lines.
- 3) The supplied mounting bracket positions the clutch master cylinder to the left of the steering column and the brake master cylinder assembly. A **1 1/8"** hole must be drilled through the rubber boot surrounding the bottom of the steering column, if present, to allow the clutch master cylinder & push rod to pass through the firewall.
- 4) Install the McLeod master cylinder assembly, passing the pushrod through the lower hole in the bracket, firewall and rubber boot. The bracket assembly mounts over the studs on the firewall, **(Longer studs may be needed)** then install brake master cylinder assembly, and then install washers.

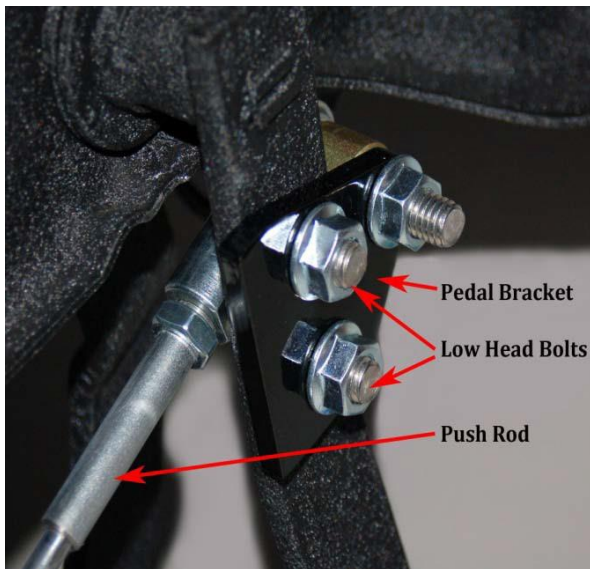


Figure 3

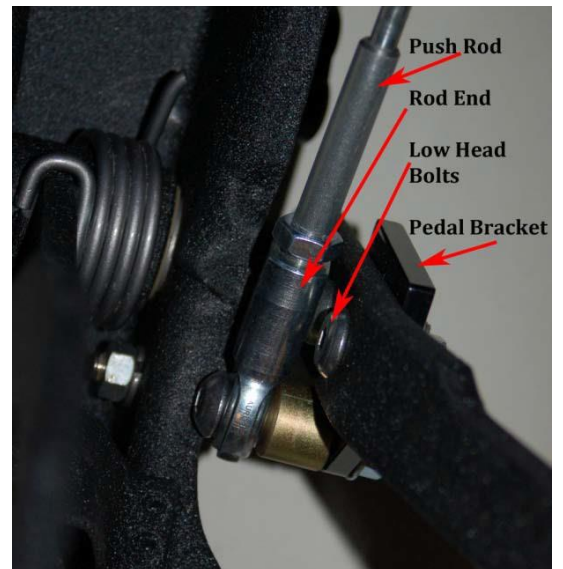


Figure 4

- 5) Install the pedal bracket to the pedal using the two holes that the Over-center spring bracket used under the dash using the two supplied "low head bolts" and nuts, tighten to 35 ft lbs. (It is important that you use the low head bolts at these locations to provide clearance at the rod end). See Figure 3.
- 6) Connect the rod end on the end of the push rod, to the pedal bracket in this order: Bolt, flat washer, rod end, spacer, pedal bracket, lock washer and nut. Tighten securely. Swing the pedal through its range of motion to be certain there is no interference with any component including bolt heads, wires and or hoses. See Figure4
- 7) Mount the clutch master cylinder reservoir in a convenient location above the clutch master cylinder. Connect the reservoir to the master cylinder into the port shown in Figure 1.
- 8) Connect the McLeod master cylinder to the slave cylinder with the supplied AN4 line (not shown in Figure 1). Fill the master cylinder with Dot 3 or 4 brake fluid (Do not use **Silicone Base** brake fluid!) and bleed system completely.
- 9) Adjustments to the pedal height can be made at the rod end attached to the bracket on the clutch pedal. Loosen the jam nut and rotate the rod to obtain the desired pedal height. There should be no pressure on the push rod while in the relaxed or adjusted position. Make sure there is a slight amount of free play in the rod to be certain the piston, (in the clutch master cylinder), is not preloaded. Be certain to tighten the rod end jam nut when adjustment is complete.
- 10) Re-install the brake lines to the brake master cylinder and then pump the brake pedal 5 or 6 time fast and release the pedal. Do this procedure a few times and the air in the line should rebound back to the Brake Master Cylinder to give you solid pedal. **If, this procedure does not work for you, then you may need to Bleed the complete brake system**

## Limited Warranty

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.

For any changes or updated versions of the warrant described above, please refer to [www.mcleodracing.com](http://www.mcleodracing.com) before installation of product.

10012

[www.mcleodracing.com](http://www.mcleodracing.com)

(714) 630-2764