

IMPORTANT

Hydraulic clutch system vacuum bleed procedure

NOTE: You will need a hand held vacuum pump and fresh high quality DOT 3 or 4 brake fluid for this procedure.

- 1) Remove clutch fluid reservoir cap. Be sure the fluid level is at normal as marked.
- 2) Use the enclosed round rubber reservoir gasket to create a temporary seal against the clutch master cylinder reservoir.
- 3) Using the enclosed vacuum line cup, attach the vacuum hand pump to the rubber gasket and introduce 10 to 15 in/Hg negative pressure to the clutch hydraulic system. **IMPORTANT:** you will be drawing a vacuum from the air gap above the fluid within the reservoir... **DO NOT** draw any fluid into the vacuum pump! If the system is sealed and done correctly, the negative pressure should hold for several minutes. This procedure will draw out any air contained within the hydraulic system. **DO NOT** depress the clutch pedal while there is a vacuum applied to the hydraulic clutch system.
- 4) Release vacuum pressure from the system and top off fluid as needed. Repeat step 3 several times. Then remove the vacuum pump and rubber reservoir gasket.
- 5) Top off the fluid reservoir as needed and check the hydraulic system for leaks.
- 6) Replace the reservoir cap.
- 7) Once the clutch hydraulic vacuum bleed procedure is complete, the clutch should engage and start to move the vehicle at approximately half of the clutch pedal travel up from the floor.

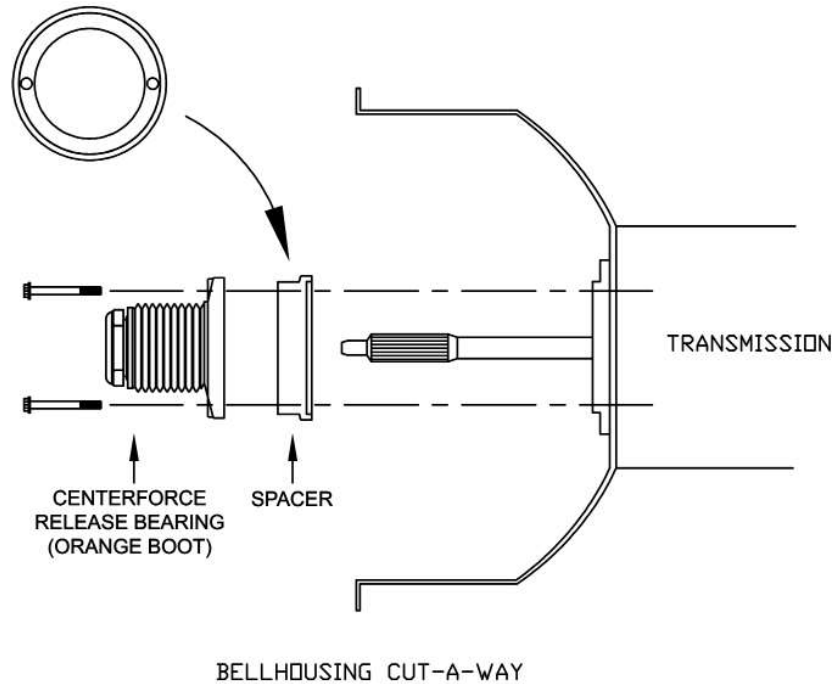


Note: It's common for small air bubbles to remain aerated within the clutch fluid for several hours. The clutch vacuum bleed procedure may need to be repeated after the vehicle sits overnight.

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Release Bearing Spacer Installation Instructions

When using a Centerforce aftermarket release bearing you **MUST** install the enclosed spacer between the hydraulic slave / release bearing and transmission as shown. If you are using an O.E. release bearing (Green Boot), DO NOT use the supplied spacer.



NOTE: Use the two supplied slave bolts (torque to 8-10 ft/lbs) with the Centerforce release bearing and Centerforce spacer.

Your new clutch assembly requires only **ONE** spacer with the Centerforce hydraulic bearing. Should your vehicle have any other type of aftermarket spacers or shims, please discard and use only the **ONE** included spacer from Centerforce.



"NOTE" Centerforce tip sheets are for general reference only. Please refer to your owners manual for vehicle specifications.

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**This bearing is a
O.E.M.
self aligning design**

NOTICE:

Bearing may appear to be off-center, however this is part of the feature, and will center during use

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