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[www.competitionclutch.com](http://www.competitionclutch.com) / [info@competitionclutch.com](mailto:info@competitionclutch.com)

## 15028-XXXX

### Installation Instructions

1. Remove necessary components in the engine bay to make the clutch release assembly accessible. (FIG 02)
2. Remove slave cylinder with release valve attached; the factory mounting bolts will not be reused.
3. Remove release valve and hardline from factory hydraulic system, these will not be reused.
4. Clean the machined surface where the hard line originally entered the slave cylinder, this will become the new sealing surface for the banjo fitting.
5. Remove the factory pushrod and dust boot from slave cylinder, the factory rod will not be reused.
6. Place the dust boot over adapter rod on the supplied *release linkage*. (FIG 03)
7. Reinstall dust boot onto slave cylinder. (FIG 04)
8. Attach *fulcrum adapter* to the clutch fork through the return spring hole using the provided *m8x20 cap screw*. Blue Loctite is recommended to ensure longevity of the system. (FIG 05)
9. Using the *replacement slave cylinder bolts*, attach the slave cylinder to the transmission in the reverse orientation utilizing the supplied *slave cylinder spacer*. (FIG 05)
10. Attach banjo fitting to slave cylinder using supplied *banjo bolt* and *crush washers*, being sure to position the line as to not cause interference with the release mechanism. (FIG 06)
11. Adjust fork actuator bolt on adapter rod to remove slack being sure to not preload the fork. Tighten the supplied lock nut.
12. Bleed clutch hydraulic system.
13. Cycle the clutch system to ensure proper release.
14. If there are any hoses or pipes or other loose objects near the release fork, reverse rod, or fork push bolts, arrange them in such a manner to avoid possible interference.

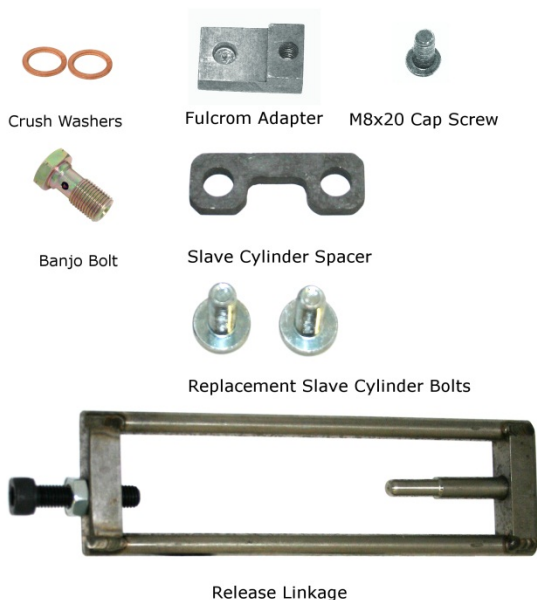


Figure 1

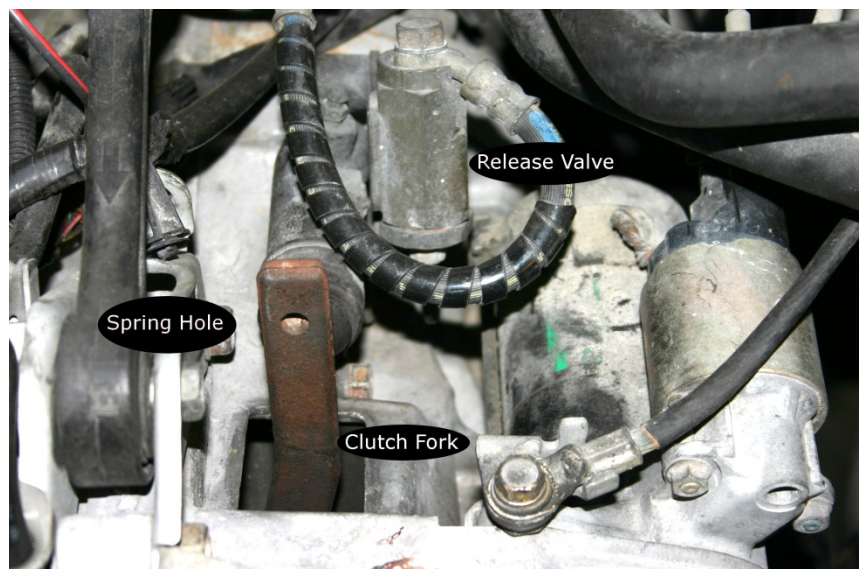


Figure 2



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Figure 3

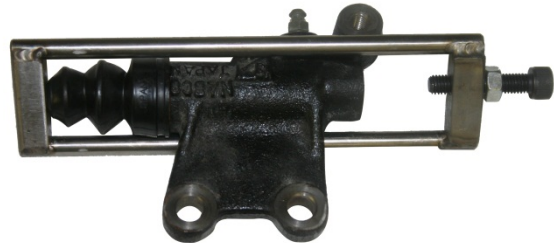


Figure 4



Figure 5



Figure 6