



AMS Evo X
Clutch Master
Cylinder
Conversion Kit

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A vehicle modified by the use of performance parts may not meet the legal requirements for use on public roads. Federal and state laws prohibit the removal, modification, or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on public streets or highways. Use or installation of performance parts may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty, and/or new OEM part warranty. Performance parts are sold as-is without any warranty of any type. There is no warranty stated or implied due to the stresses placed on your vehicle by performance parts and our inability to monitor their use, tuning, or modification.

These instructions are provided as a guide only as there are many variables that cannot be accounted for concerning your particular vehicle, including but not limited to model year differences, model differences, the presence of non-OEM parts, and modifications that may already be or were previously installed. A basic knowledge of automotive parts and systems is helpful but a better understanding of the parts and systems on your particular vehicle may be required.

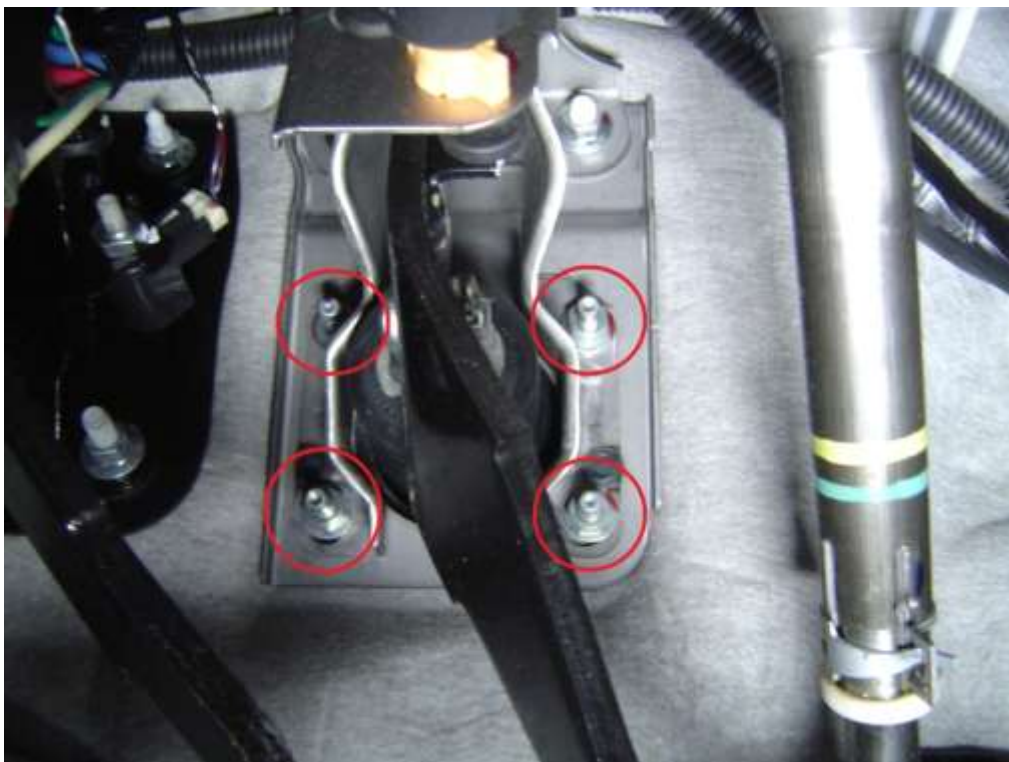
1. Begin by removing the air intake, strut tower bar, power distribution block, ECU, and boost control solenoids to gain access to the brake booster and master cylinder.



2. Now remove the brake master cylinder. Start by disconnecting the fluid level sensor connector. Then the two hard lines going to it. And finally the two 12mm nuts and pull off the master cylinder. Notice that there is an o-ring between the master cylinder and brake booster. This has to go back on later or you will end up with a large vacuum leak. Make sure to put a lot of shop towels below the master cylinder to soak up the brake fluid and be sure to keep it off of all painted surfaces.



3. At this point you can remove the brake booster. Begin under the dash and remove the 4 nuts holding it to the firewall. And then remove the clip and pin holding it to the brake pedal. While under here pull the clutch master cylinder shaft off of the clutch pedal also.



4. Back under the hood you can disconnect the brake booster hose from the brake booster and go ahead and pull it out. It is a very tight squeeze. You will have to bend back the brake lines to sneak it out.



5. Now remove the clutch master cylinder by turning it clockwise and pulling it out.



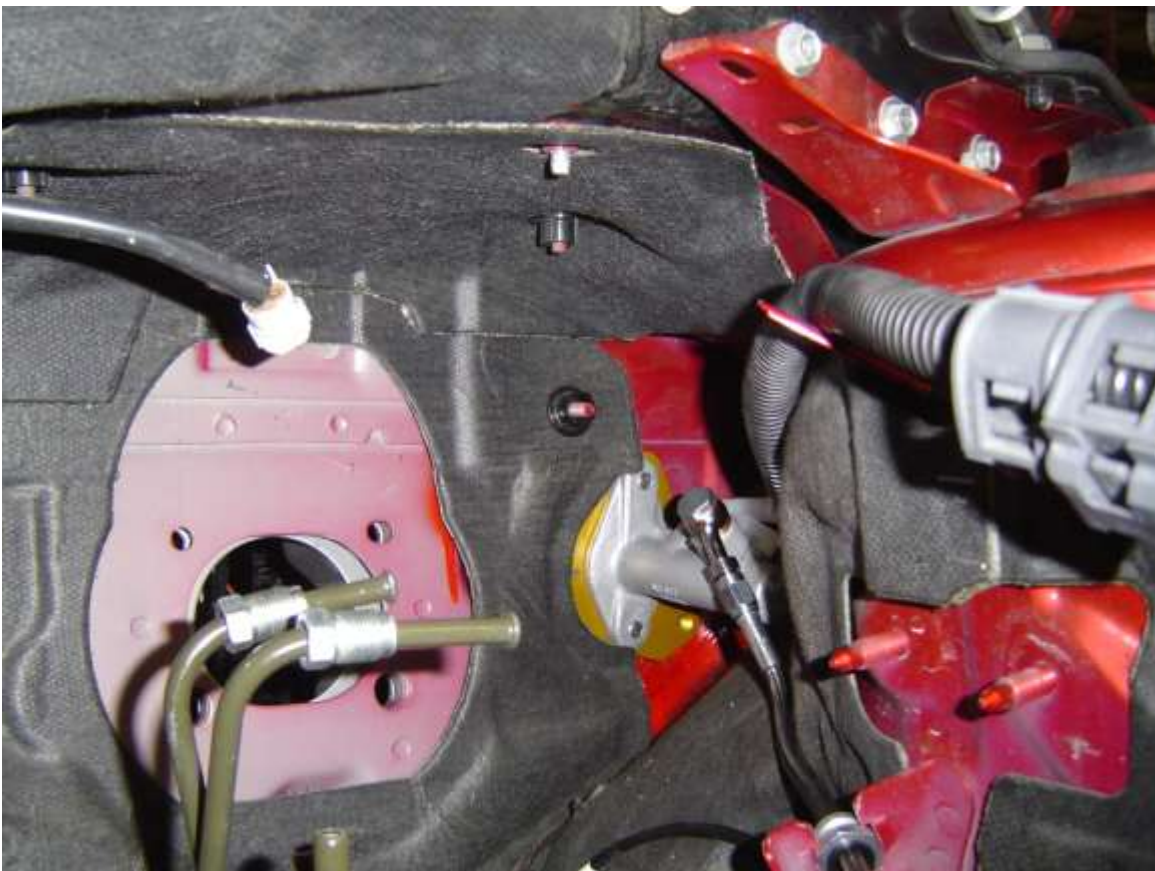
6. Now it's time to pull out some sort of grinding tool that can fit in tight spaces. You will have to grind off the backs of the top-left and bottom-right studs around the clutch master cylinder. These are marked with an X below. Be careful not to grind into the firewall sheet metal. As you get deeper you will begin seeing and outline of the stud. At some point you will be able to push the stud out leaving a clean hole behind.





7. To prevent rust and corrosion touch up the bare metal around the holes with paint. Spray paint would be an ideal choice here, be cautious of overspray.

8. Install the clutch master cylinder; use the nuts that were on the cut off studs to tighten it in place. Under the dash the shaft snaps onto the clutch pedal just like stock. The clip that is on the end of the shaft must be removed to allow it to pop onto the pedal. It can be re-installed afterwards but it's not required.
9. Install the fitting and clutch line as shown. The fitting should angle down and be pointed as far forward as possible. It must be this way to clear the brake booster during its install.



10. At this point you can go ahead install the rest of the clutch line all the way to the slave cylinder.



11. Install the brake booster.



12. Install the brake master cylinder and bleed the clutch and then the brakes.
NOTE: Don't forget to install the o-ring that goes between the brake master cylinder and brake booster.
13. Install all parts removed to gain access to the master cylinder area.
14. Adjust clutch pedal to a full travel of 105-110mm (**C**) referencing the diagram below (this specification works with most clutches, adjust as necessary). Also confirm there is a little bit of free play at the top of the stroke and the pedal hits both switches properly.

