



The new clutch pedal mount bracket is designed to use an OEM Toyota type Master Cylinder from a '90-'93 Celica.

#### Installation Instructions

1. Depending on your situation, it may be easiest to remove the brake booster or the under tray from the dash below the steering column for better access or visibility. You may also need to go under the dash and remove or relocate a few of the stock electronic units that sit where the new clutch will go. You may need to cut away some of the sound deadening/rubber from around the pass through on the firewall and on under the dash where the new bracket will bolt, most cars have the location already cleared. You can test fit the clutch assembly to see the areas you're working with and gage the pedal location.
2. You will need to drill the holes for the pedal/master cylinder to mount to the firewall. The two bolt holes will need to be for 8mm bolts (we recommend 3/8" or 10mm holes) the main hole for the MC rubber boot will need to be approx. 1.25".
1. With the holes drilled, you can now test fit the master cylinder and gage the direction the banjo bolt will need to be in, typically facing forwards. The banjo fitting can be used with 10mm x 1.0 fittings. You can use hard lines available at most auto parts stores or our hydraulic clutch line kit that comes with the adapters for the stainless braided lines.
2. The banjo bolt is a bit too long for the threads in the brake booster so it requires three crush washers, which we have supplied. One will go under the head of the bolt, the other two will go under the banjo fitting between the banjo fitting and the master cylinder.
3. Put the clutch master through the firewall from the outside and fit the new pedal mount to the inside, you can start the two 8mm regular nuts that will hold the clutch master and pedal bracket but do not tighten them at this time. The new mount bracket has one hole at the end that will attach to the stock sheet metal under the dash. Put the 8mm flanged bolt in with the bracket in place. With all three mounting points attached, you can tighten them in a manner that pulls it all down evenly.
4. You can now attach the pedal to the clutch master cylinder push rod with the allen head bolt and nylock nut provided, do not tighten the bolt/nut at this time. Check the height of the pedal with the brake pedal and adjust the push rod on the clutch master accordingly by adjusting the fork at the end that came with the master cylinder. With the height set, you can now put the bolt and nylock nut together. You do NOT need to tighten the bolt all the way down, just until the nylock has engaged the threads of the bolts to keep the bolt from backing out. The adjustment fork can be loose fitting around the clutch arm. Be sure to tighten the lock nut for the clutch push rod to the adjuster clevis also.
5. While the clutch assembly should fit without cutting the brake medal, there are some differences that may require modification for best fitment. We also recommend cutting the brake pedal foot section off for better clearance between the two pedals. We usually trim the brake pedal to the left of the brake arm and leave the pedal on the right side.