Performance Clutch Adjustment

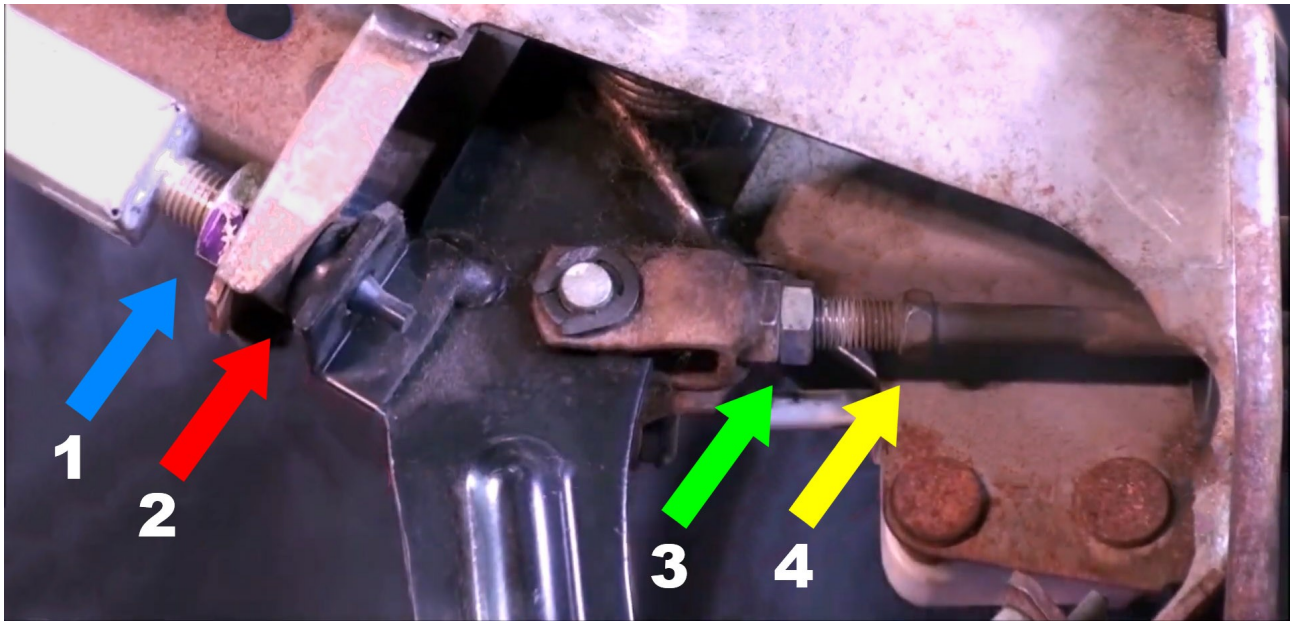
Congratulations for buying your new performance clutch kit directly from us. By your purchase you support not only our car enthusiast run-and-owned brand, but also future parts development. So thank you and have fun!

Many performance clutches engage closer to the floor than a stock clutch. This may result in incomplete disengagement, even with the pedal fully depressed. To avoid this issue, it is essential to re-adjust the clutch pedal height and clutch master cylinder free-play. Failure to do so may prevent the car from shifting into gear.

Before contacting us about shifting issues after installation, please ensure all adjustments have been made as instructed. Incorrect adjustments can lead to two common problems:

a) Insufficient adjustment: The clutch won't fully disengage, causing shifting difficulties.

b) Excessive adjustment: The clutch may wear out prematurely and would require replacement.



The following adjustments are made to components attached to the clutch pedal inside the cabin (see image above). For tightening, see torque chart at the end.

1. Begin by loosening the nut on the larger clutch pedal switch (1) using a 17 mm wrench. It's located on the back side (not the silver welded nut on the front).

2. Unscrew the switch until the metal part is flush with the weld nut in the bracket (2). This adjustment raises the resting position of the clutch pedal, giving it more travel.

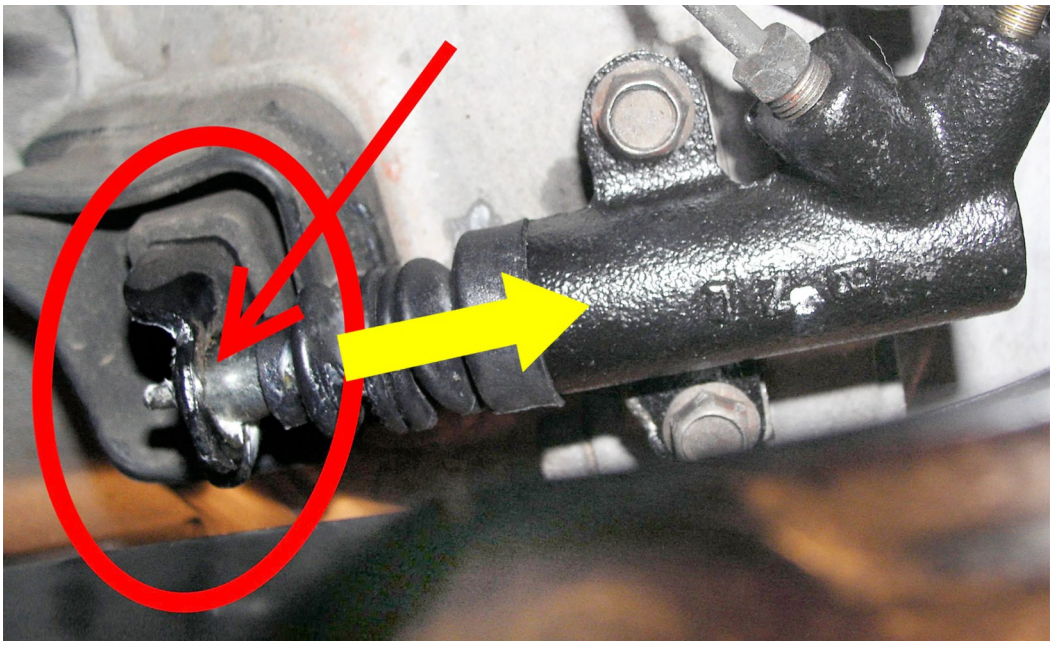
3. Once the adjustment is complete, make sure to tighten the locknut.

4. Loosen the 12 mm locknut on the master cylinder pushrod (3). Once the nut is loose, you should be able to turn the pushrod by hand (4).

5. To reduce free-play, turn the pushrod clockwise to lengthen it. When it makes contact with the master cylinder piston (you'll notice resistance), back it off slightly.

6. Tighten the locknut and check if all is properly adjusted by following the next steps.

Get under the car and try to push the slave cylinder pushrod back into its bore:



7. If you can push it in, the adjustment is correct. If you can't, the rod on the clutch pedal is adjusted too far and needs to be shortened slightly.

8. Once you're able to push the slave pushrod in, pump the clutch pedal a few times to ensure proper function. Aim for minimal free-play while still being able to push the slave pushrod back into its bore.

9. The farther you adjust the pushrod (up to a certain point), the more disengagement you get. If clutch engagement point is too low in the pedal's travel, or the clutch isn't fully disengaging (engine on, vehicle stationary), turn the pushrod out (clockwise).

10. It's crucial that you can still push the slave cylinder in by hand after adjusting the pushrod. This step cannot be skipped, no matter how difficult it may be.

11. If you've adjusted the pushrod as far as possible while ensuring the slave cylinder can still be pushed in, and the clutch still won't fully disengage, you may have adjusted it too far.

12. With the engine on, try shifting gears with the clutch pedal depressed at various positions to see if the clutch disengages at any point short of full pedal travel.

13. If the clutch disengages properly with less than full pedal travel, back off the adjustment until full pedal depression (100 %) equals full disengagement.

Tightening torque – **nut (1):** 14 - 18 Nm / 10 - 13 ft-lb; **nut (3):** 12 - 17 Nm / 9 - 12 ft-lb

We hope you'll enjoy your new clutch as much as we do. Should you have any questions or feedback, please let us know via hello@skidnation.com or **facebook.com/skidnation**. You can also follow us on **instagram.com/skidnation** to stay in touch with our latest news and product development.