1955 – 57 Chevrolet Hydraulic Clutch Conversion Kit

1) Remove all of the existing factory mechanical clutch linkage components. (Clutch rod, bell crank or Z bar) from under the dash and at the bell housing area.

2) Remove the brake master cylinder and booster assembly (if equipped). Carefully remove the brake lines from the master cylinder and mark them to be certain they are reinstalled into the correct ports. Brake lines may need to be rerouted if interference occurs. Only use proper steel brake lines when rerouting the brake lines.

3) The supplied mounting bracket positions the clutch master cylinder to the left of the steering column and the brake master cylinder assembly. A hole must be drilled through the rubber boot surrounding the bottom of the steering column, if present, to allow the clutch master cylinder push rod to pass through the firewall.

4) Assemble the McLeod master cylinder to the mounting plate with supplied button head silver screws and lock washers. Tighten screws securely. Install the McLeod master cylinder assembly, passing the pushrod through the lower hole in the bracket, firewall and rubber boot. The bracket assembly mounts over the studs on the firewall, then install brake master cylinder assembly, then install washers and nuts. Tighten nuts securely. Under the dash: Install nut onto push rod to the bottom of the threads, then screw the rod end all the way onto the push rod, back off the nut until it contacts the rod end and tighten securely.
5) Install the pedal bracket to the pedal under the dash using the two supplied “low head bolts” and nuts, tighten to 35 lbs ft. (It is important that you use the low head bolts at these locations to provide clearance at the rod end). See Figure 3.

6) Connect the rod end on the end of the push rod on the pedal bracket in this order: Bolt, flat washer, rod end, spacer, pedal bracket, lock washer and nut. Tighten securely. Swing the pedal through its range of motion to be certain there is no interference with any component including bolt heads, wires and or hoses. See Figure 4

7) Mount the clutch master cylinder reservoir in a convenient location above the clutch master cylinder. Connect the reservoir to the master cylinder with the black hose into the port shown in Figure 1.

8) Connect the McLeod master cylinder to the slave cylinder with the supplied AN4 line (not shown in Figure 1). Fill the master cylinder with Dot 3 or 4 brake fluid (Do not use synthetic brake fluid!) and bleed system completely.

9) Adjustments to the pedal height can be made at the rod end attached to the bracket on the brake pedal. Loosen the jam nut and rotate the rod end to obtain the desired pedal height. Reattach the fasteners in proper order (Step 6) and tighten securely. There should be no pressure on the push rod while in the relaxed or adjusted position. Make sure there is a slight amount of free play in the rod to be certain the piston, in the clutch master cylinder, is not preloaded. Be certain to tighten the rod end jam nut when adjustment is complete.

10) Re-install the brake lines to the brake master cylinder and bleed the brakes.