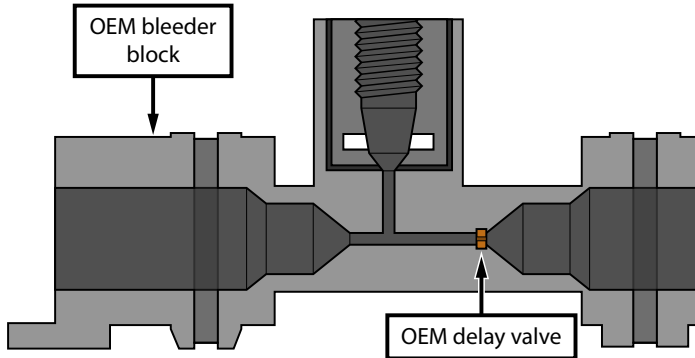


Section I: Potential Issues When Using the OEM Delay Valve

When installing one of our Stage 2 Clutch Kits we **strongly recommend** also installing an upgraded clutch bleeder block, or removing the OEM delay valve from your stock bleeder.

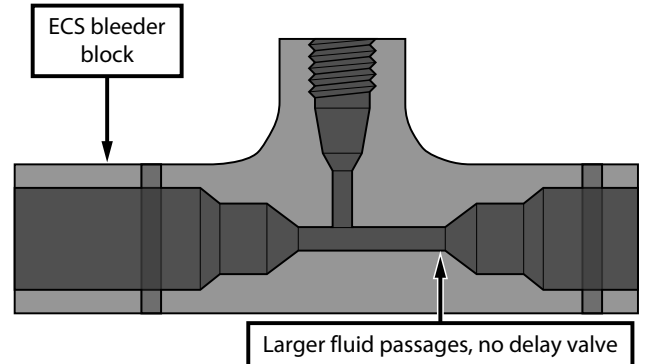
OEM Clutch Bleeder Block (w/Delay Valve):

- The OEM delay valve dampens (softens) clutch engagement by restricting fluid flow.
 - This helps to absorb some of the harshness you may feel when shifting quickly through the gears.**
- When the clutch pedal is released the pressure plate will gradually clamp down on the clutch disc, slowly building up to full clamping load.
 - This can cause premature clutch wear or failure.**



ECS Clutch Bleeder Block (w/o Delay Valve):

- The ECS clutch bleeder block features:
 - No delay valve = No delay in clutch engagement.**
 - Larger fluid passages for less fluid restriction.
 - Firmer, sportier clutch pedal feel.
 - Easy one-man bleeding thanks to the one-way check valve built into the bleeder screw.
 - Significantly lower risk of premature clutch wear or failure.**



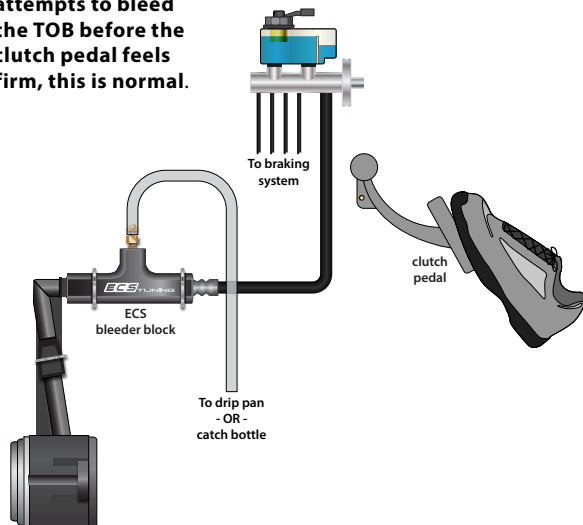
Section II: Clutch Break-In Period

- We strongly recommend 500-1,000 miles of light throttle driving (shifting under 4,500 RPM) to break-in your new clutch & flywheel.
- Make an effort to shift through the gears as much as possible to evenly break in the clutch and flywheel.
- Try to avoid over slipping the clutch (I.E.: prolonged bumper-to-bumper traffic, etc.) during the break-in period.
- Avoid hard launches or quick shifting until after the break-in period has passed.

Section III: Proper Hydraulic System Bleeding

OEM Clutch Bleeder Block Bleeding Procedure:

- Remove the rubber bleeder screw cap.
- Crack the bleeder screw open (no more than ¼ turn).
- Attach a catch bottle to the bleeder screw.
- Inside the vehicle, push the clutch pedal to the floor by hand, then pull it up again slowly. Do this several times until the brake fluid runs clear and bubble-free through the bleeder hose.
- Add fresh brake fluid to the master cylinder as needed.
- Close the bleeder and reinstall the rubber cap.
- Check clutch operation, repeat the procedure as needed.
- If you have trouble getting the air bubbles out, try the following:**
 - Raise the front of the vehicle.
 - Tap lightly on the bleeder block and transmission case.
 - Repeat the bleeding procedure several times.
- It may take several attempts to bleed the TOB before the clutch pedal feels firm, this is normal.**



ECS Clutch Bleeder Block Bleeding Procedure:

- Fill the pressure bleeder with brake fluid and connect it to the brake master cylinder.
- Remove the bleeder screw cap & attach a catch bottle to the bleeder screw.
- Pump the pressure bleeder until the gauge reads 25-30 psi.
- Crack the bleeder screw open (no more than ¼ turn).
- **DO NOT PUSH DOWN ON THE CLUTCH PEDAL ONCE THE BLEEDER SCREW HAS BEEN OPENED****
- Watch for the brake fluid to run clear and bubble free into the catch bottle.
- Close the bleeder and reinstall the rubber cap.
- Add fresh brake fluid to the master cylinder as needed.
- Check clutch operation, repeat if necessary.

