UCP Clutch Pedal – Installation Instructions

Thank you for purchasing the UCP Clutch Pedal.

The UCP is an all-aluminum short-throw clutch pedal for modern BMWs designed to replace the plastic BMW clutch pedal arm. Factory nylon split bushings are replaced with self-lubricating bronze bushings designed to last the life of your car.

The slightly shorter throw and lower resting point of the clutch pedal arm allows for quicker shifts and gives the car a more sporty feel.

Three over-center spring mounting locations allow the user to adjust the spring pressure for a more positive feel.

Before you begin, make sure the pedal will fit your car and you have the correct tools to finish the job.

This pedal kit was originally designed and developed by racers who wanted more performance and feel from their manual BMW on the track. Due to the easy install and factory looks, it is a perfect performance enhancement for any sporty-driven modern manual BMW.

The quality and performance of this pedal kit is extremely important to us. Any positive feedback you can give us on the forums or our Facebook page would be honored and greatly appreciated.

On the other hand… if you have any problem with this pedal, please give us the chance to fix the problem or issue for you and make things right.

Thanks!
-Team UCP

Fitment Check

The UCP is designed to be a direct replacement for BMW part number 35316761310, which is the plastic factory clutch pedal in left-hand-drive (non-5-Series) manual BMWs from 2006/7 (post-E46) and up (i.e. E90/92, 1-Series, F30/32, etc.).

Please double-check that your vehicle and the UCP are compatible by checking the current compatibility list located here…

http://tinyurl.com/ucpcompatibilitylist

This pedal will not fit E36 or E46 models – nor does it fit any 5-Series or right-hand-drive cars.

Tool Check

You will need the following tools…

T20 male TORX wrench (included) – for lower dash panel removal and reinstall

Small flat-head screw driver or pick (or similar) – for small c-clips removal

Long medium flat-head screwdriver (or similar) – for top e-clip removal

¼" socket extension (or similar) – for removal of master cylinder push pin

6mm Allen (hex) tool – to tighten UCP master cylinder shoulder bolt

17mm box wrench – to tighten UCP master cylinder shoulder bolt

4mm Allen (hex) tool – to tighten UCP over-center spring shoulder bolt

10mm box wrench - to tighten UCP over-center spring shoulder bolt

Safety glasses – to be worn when working with any spring or clip

Flashlight

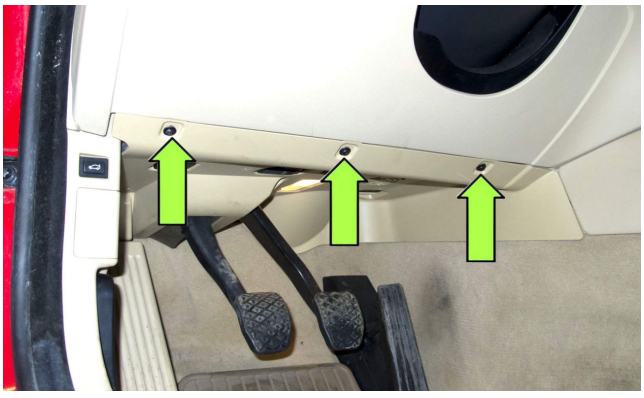
Step 1.)

Park your vehicle on a level surface, engage the parking brake and make sure the ignition is off. Use the driver floor mat to kneel on if you'd like.

Remove the pedal pad from the factory clutch pedal. Set aside.

Lower the knee bolster panel from below the steering column using the T20 hex tool.

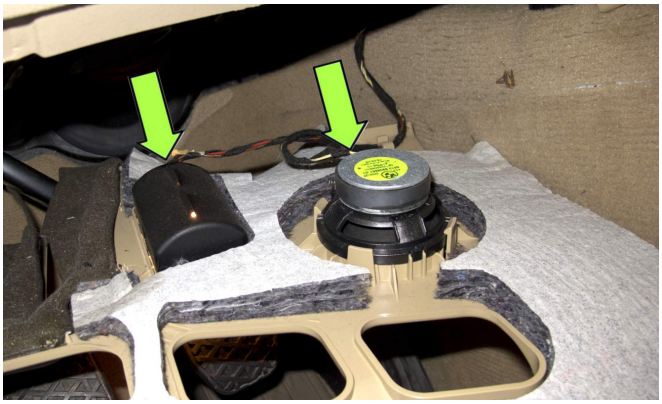
Pull from the right-side as there is a tab to hold it in place.

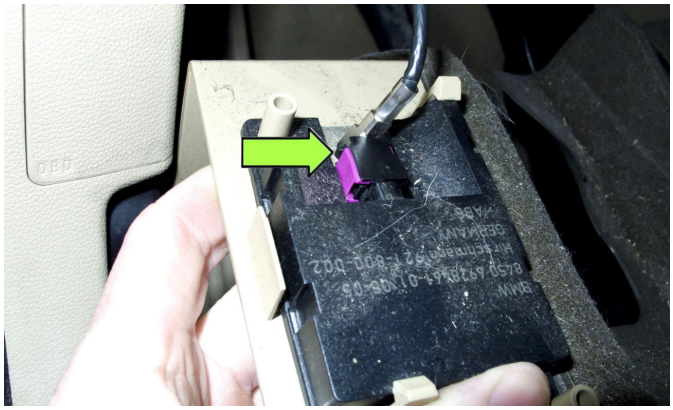


Step 2.)

When the panel is loose, lower it down out of the way - then remove it from the car. You may need to remove connections to the lower dome light, speakers, Bluetooth antenna module, etc. Take your time with these connectors as some are fragile.

The Bluetooth antenna module has a tricky connector. I may be easier to remove the entire Bluetooth antenna module from the panel itself rather than removing the wire from the module. Notice the 2 plastic clips that hold it in place. Carefully push them back to remove the module from the panel.

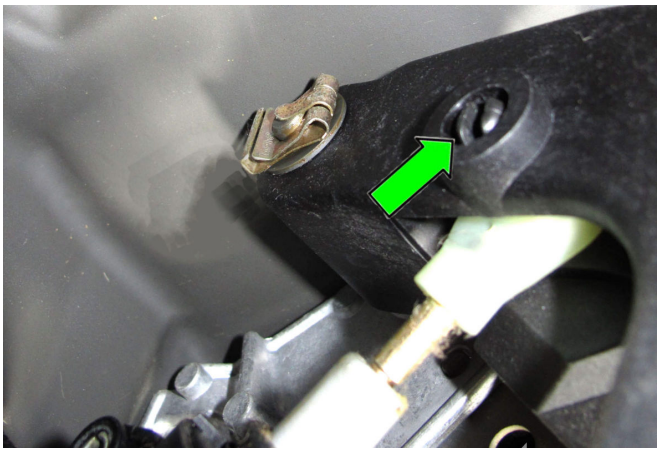




Once the panel is out of the way or removed, the factory plastic clutch arm needs to be removed.

Step 3.)

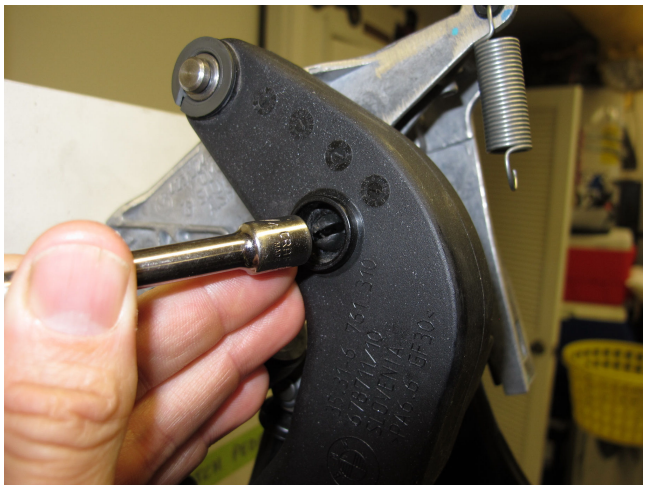
Remove the plastic push pin that attaches the factory clutch arm to the clutch master cylinder. From the left side of the clutch arm, push the pin <u>firmly</u> so it “un-pops” and slides to the right freeing the arm from the clutch master cylinder.



See the next page for a couple tips on removing this pin.

Step 3.) (continued)

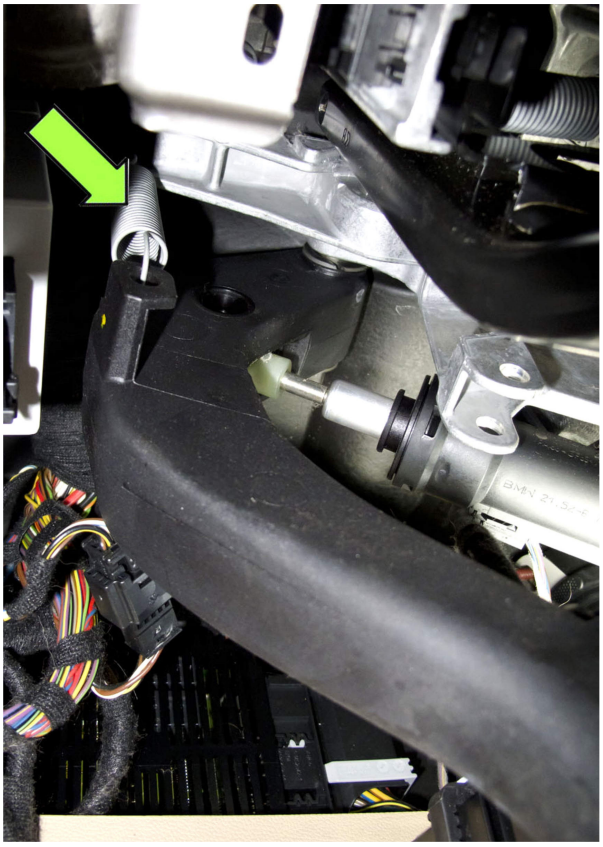
A great tool to help with the removal of this pin is a 3" long ¼" socket extension. The female end of the extension will help push the pin ends together to help unclip it from the clutch pedal. It will then be easy to slide the pin out from left to right. The pedal will be under some pressure from the over-center spring – you may need to push the pedal in slightly to help remove the plastic pin.



The plastic pivot push pin will be replaced by the UCP clutch master shoulder bolt and nut.

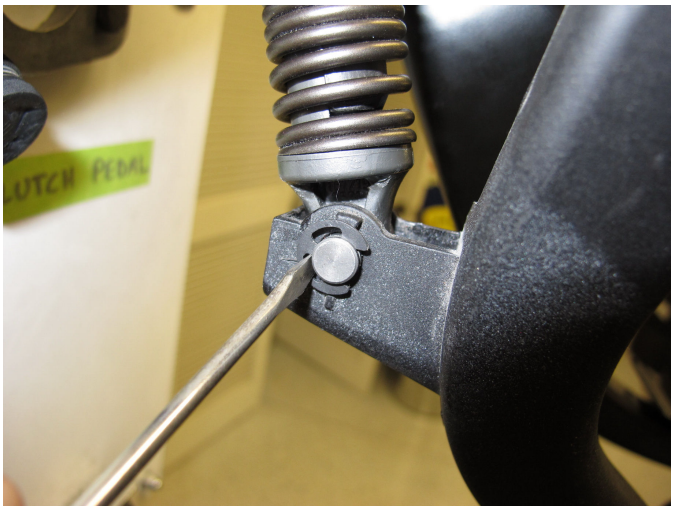
Step 4.)

With safety glasses on, remove the light-weight return spring from the top right of the clutch arm. Leave the spring hanging from the upper bracket. It will be reused with the UCP.



Step 5.)

With safety glasses on, use a small screwdriver or pick to remove the over-center spring lower pivot barrel from the clutch arm by removing the small c-clip from the lower pivot barrel itself.



Remove only the spring locator on the arm itself – leave the upper pivot barrel and c-clip in place.

Some later cars have a 2nd (inner) over-center spring.

Note: If you wind up NOT using any over-center spring, the upper locator must be removed from the pedal bracket as well.

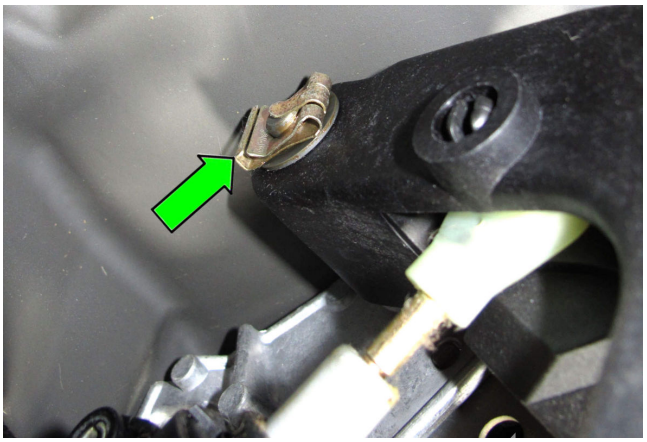
The UCP kit replaces the c-clip and barrel pin with a shoulder bolt and nut.

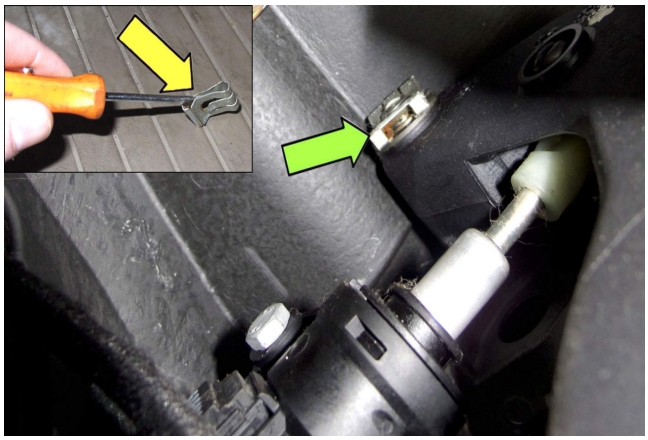
Step 6.)

With safety glasses on, remove the e-clip from the arm pivot point on the upper part of the arm with the long screwdriver.

There are a lot of wires in that area which can be nudged gently up or to the left to make room.

A replacement e-clip is provided so you can see how it works and so you can replace yours if you mess it up while removing it.





Step 7.)

At this point the factory clutch arm itself can be removed by sliding it up over the master cylinder connector then to the left. Keep the sliding action parallel to the ground and be careful of the master cylinder connection point and watch out for any wires.

When the factory clutch arm is removed, look at your lonely brake pedal and notice how lame your car would look if it were an automatic or had silly paddle-shifters. Don't worry… your manual BMW is about to look and perform even better than before!

Step 8.)

It is now time to install the UCP.

Remove the shoulder bolts from the UCP and install it in the factory location up under the dash. The bronze bushings have tight tolerances so the arm needs to be centered and installed parallel to the ground moving it left to right.

Be sure to lift the arm up over the master cylinder connection point when installing the arm and center the master cylinder connection point within the arm as you lower the arm into place.

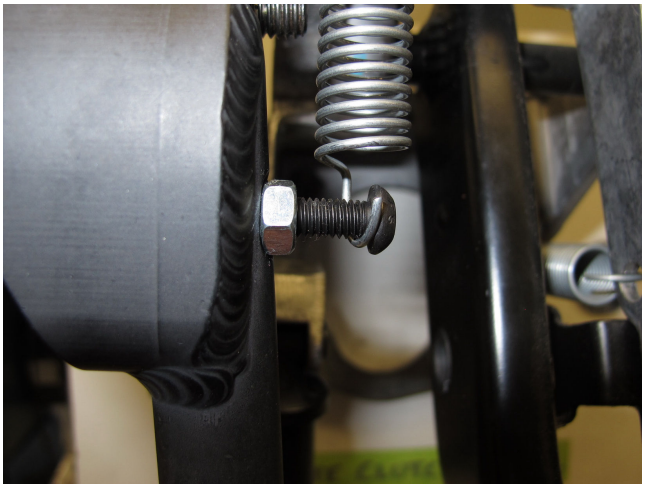
Reinstall the upper e-clip using the original one or the new one provided. Make sure it goes "click".

Step 9.)

Next line up the pedal with the master cylinder connection point and install the upper shoulder bolt from the left side. Move the master cylinder connection point left and right a bit to allow the shoulder bolt to fit through – sandwiching it within the arm itself. Tighten with 6mm Allen (hex) wrench and 17mm box wrench.

Step 10.)

With safety glasses on, reinstall the upper light-weight spring to the protruding black round-cap bolt coming out of the upper right side of the UCP.



Step 11.)

Before reinstalling the over-center spring, read the following information...

The over-center spring is designed mainly to do a couple things. First and foremost it helps make the second half of the clutch pedal travel easier – this is a good thing in traffic. It also helps return the pedal to its resting location.

The problem with the over-center spring is that is takes away a lot of the feel of the clutch, it makes it a bit tricky to shift smoothly when driving slowly and can slow down the shifting when driving "aggressively".

Some enthusiasts have removed the over-center spring all-together and like it.

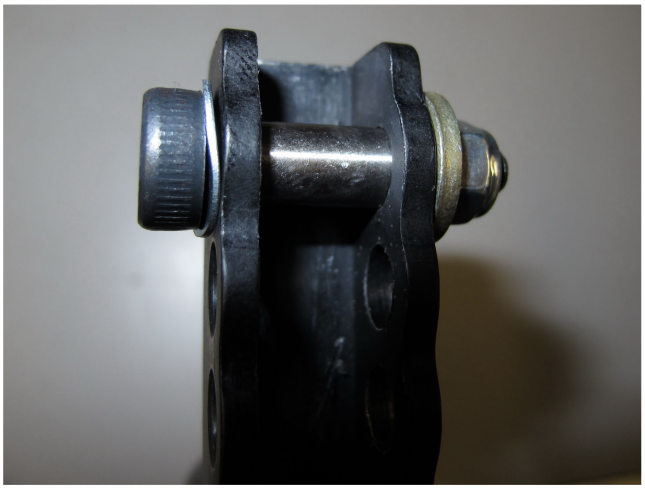
Some later-model cars have 2 over-center springs; an extra small one located inside the larger one. For those with 2 over-center springs, positive reviews have come from those who have removed the larger outer spring while leaving just the smaller inner spring in place.

The UCP has 3 mounting hole locations on the arm itself. **The mounting hole location furthest from the arm matches the factory pedal location. With safety glasses on, try this mounting location hole first.** This will allow you to compare the pedal feel back to back from the plastic factory pedal you just replaced.

Step 11.) (continued)

Pressing the pedal in all the way will take some pressure off the spring making the installation a bit easier if necessary. Again; a strong arm or friend may be handy to have here.

Use the 4mm Allen (hex) wrench and a 10mm box wrench to snug the nut to the shoulder bolt. Make sure the wave washer is on the shoulder part of the shoulder bolt and the thick washer is next to the nut – do not over-tighten the nut.



Note: You can try the other mounting holes and even try removing the spring all together if you'd like in the future. Remember if you remove the spring all together, you should remove the upper spring mount as well as it can become pinned against the arm when not held in place with the springs.

Step 12.)

Replace the small rubber factory clutch stop with the larger UCP clutch stop (supplied). Push the new clutch stop in all the way firmly.

Replace the knee bolster panel wire connections, Bluetooth antenna module, etc.

Reinstall the knee bolster panel itself under the dash.

Replace the OEM pedal pad or any after-market clutch pedal pad you may have had installed.

Step 13.)

Press clutch in and out a few times to get a feel for it before carefully driving the car. The clutch pedal feel will be different but you will get used to it quickly.

Enjoy your UCP.

Thanks!
-Team UCP