



LSX & LFX Clutch Kit Install Instructions

Master Cylinder Install

To install the clutch, you will first need to remove the existing Miata clutch setup. Once removed, mount the adapter plate to the firewall using the original hardware. Once the adapter plate is bolted to the firewall, use the adapter plate as a template to trim the firewall. You can do this with a round file or Dremel tool. After trimming the firewall, you can bolt the new master cylinder to the adapter bracket and attach the clevis to the pedal; leave the clevis loose for adjusting.

Depending on the clutch used the push rod on the master may need to be trimmed to achieve full stroke or desired pedal height

Attaching Supply and Bleed Lines

The **LSX** kit includes new fittings for the release bearing: one for the supply line and one for the bleed line. The supply side of the release bearing is held in place with a dowel pin. Remove the dowel pin and then remove the existing supply line. The new fitting to adapt the dash three line can be pushed in and then drive the dowel pin back into place.

The bleed line remove the existing bleeder and screw in the release bearing. Installed the provide male – male fitting and attached the line without the banjo fitting.

Attach the supply line to the master cylinder with the banjo bolt. Run the bleed line to an easy access point (we run the line along side the supply back to the master cylinder).

The **LFX** kit includes the supply line only that attached directly into the GM slave module on the side of the transmission.

Bleeding

Back bleed the clutch using a clean oil can and pump the fluid through the bleed line. The fluid will be pumped through the release bearing and back into the reservoir on the master cylinder. When you are no longer getting bubbles in the reservoir, the clutch is bled. Cap off the bleed line and top off the master cylinder. Rebleeding after driving is always a good idea; this can be done the traditional way.

Checking the Air Gap - LSx only

Once you have bled the clutch, you should check the air gap between the flywheel and clutch disk to ensure proper release. Cut a hole in the bell housing using a $\frac{3}{4}$ " hole saw. Have a friend depress the clutch pedal to the stop and measure the air gap between the flywheel and pressure plate with a feeler gauge. The air gap should be no less than .025" and no more than .040" for proper working order.

www.V8Roadsters.com

sales@v8roadsters.com

813-532-2786