

Modified Clutch Valve Installation Guide

Special thanks to Bill Henderson of billswebspace.com who generously contributed photos and verbiage to this install guide.

For off-road use only!



The BMS clutch valve is installed from under the car, and will require you to drive the car up on ramps, or raise it with a jack. Working under a raised vehicle is hazardous and great care must be taken to ensure the vehicle is properly secured. Never crawl under a vehicle without the proper wheel ramps and/or jack stands.

Remove the panel shown from the driver side of the vehicle shown by removing 7 (8mm) bolts, and rotating the panel out of the retainer clip.





Close up of access panel in relation to the exhaust pipes, an easy to identify reference.









Use a clamp or vice grips to squeeze the rubber line leading to the CDV, this will prevent fluid from leaking out during the process. Tighten enough to stop the flow, but be careful not to tear the line. Excessive fluid leakage may require you to bleed the clutch so take care with this step.





Using a small screwdriver, remove the two retaining clips holding in the factory CDV. You may rotate the valve as needed to access the top of each clip.



Snap the BMS valve in place, remove the hose clamp, and reinstall the access cover.

The final step involves bleeding the clutch to remove any air bubbles. Although not always necessary, if you notice your clutch pedal engaging lower than it did before bleed the system.

The bleeder screw is located on the clutch slave cylinder as shown, and fluid is added using the combined brake/clutch reservoir under the hood. Refer to directions on your bleeder kit for this step.

Generally speaking install a rubber bleeder line on the nipple, loosen it 1/4 to 1/2 turn, and depress the clutch pedal until you see solid fluid coming out of the line. Afterwards tighten the bleeder valve and check and fill the reservoir as necessary.







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