



Audi A4 98-2008 and S4 00-2008 Clutch line & metal slave installation instructions

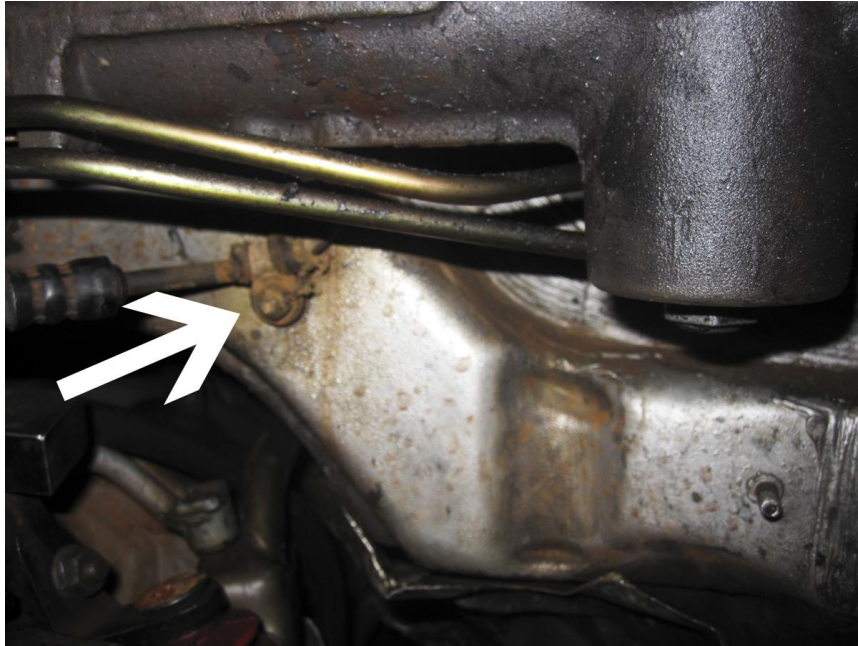
Tools Required

- 6mm allen key
- 9mm deep socket ¼" driver
- 9/16" open end wrench
- ¼" ratchet
- Small pick or screw driver

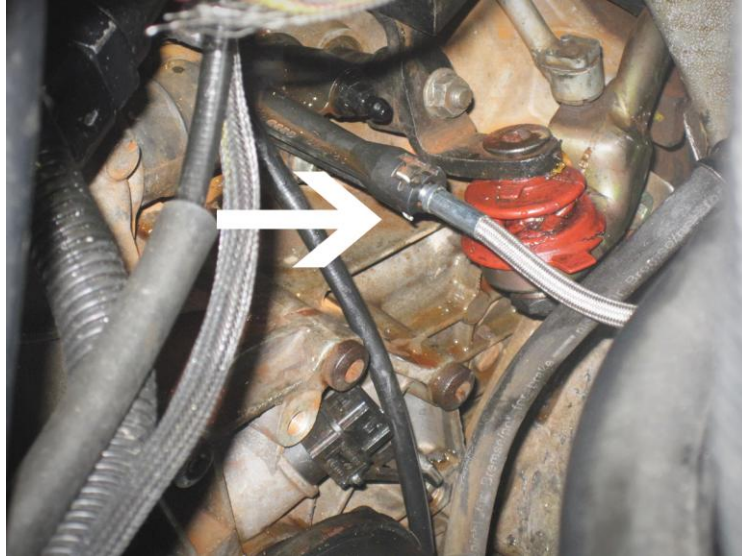
1. **Lift the retaining clip from the master cylinder toward the driver side of the vehicle. This can be done using a pick or a small screw driver.**



2. **Pull the factory clutch line toward the front of the car to free it from master cylinder.**
3. **Unscrew the 9mm nut that holds the factory clutch line top the body of the car. This is located on the driver side of the car by the steering rack.**



4. Release the retaining clip on the factory slave cylinder just as you did on the master cylinder in step #1.



5. Remove the factory clutch line from the vehicle. This can be difficult and some people may find it easier to cut the factory line to remove it. However, it can be removed in 1 piece by bending the line slightly where it's connected to the master cylinder and then it can be maneuvered out from underneath the vehicle.
6. Install the provided adaptor fitting into the new metal slave cylinder.

7. **Remove the factory slave cylinder by removing the 6mm allen bolt and slowly pulling the slave away from the transmission.**
8. **Install the new slave cylinder the same way you removed the factory slave cylinder. Secure it using the factory 6mm allen bolt.**
9. **Install the 90 degree fitting from the new clutch line to the fitting on the slave cylinder. This is the adaptor fitting that you installed into the slave cylinder in step #6. Tighten the fitting using a 9/16" wrench.**

***** Note if you have a S4 orient the line for maximum clearance from the turbo downpipe.**

10. **Route the clutch line through the factory hole located in the rain tray**
11. **Install the fitting from the clutch line into the master cylinder located on the firewall and lock the retaining clip into place.**

***** Note some A4 and S4 models have the slave cylinder located closer to brake booster. The new clutch line may sit up against the brake booster. This is perfectly normally and will not affect the product.**



Bleeding the clutch system

1. **Fill the brake fluid reservoir to the very top with brake fluid.**
2. **Crack open the clutch bleeder valve using a deep 9mm socket.**

3. Wait approximately 1-2minutes until you see a steady stream of fluid flowing out of the bleeder valve.
4. Close the bleeder valve.
5. Top off the brake fluid reservoir.
6. Have another person pump the clutch pedal inside the car 10-15 times. And then hold the clutch pedal to the floor.
7. Crack the bleeder open allowing the pressure to be released, and then close the bleeder valve.
8. Repeat steps 5-8 about 3-5 times until the there is no more air in the system. Make sure the brake fluid reservoir has fluid in it at all times.

Addendum

We have found that some vehicles have shorter factory slave rods than the metal slave included in this kit. This can result in a higher than factory engagement point. Some users dislike this. To avoid this please compare the length of your factory slave rod to the one included in this kit. If you find that your factory rod is shorter, it is recommended to reuse the factory rod with the metal slave.



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