



# EVO X Master Cylinder Reinforcement Ring

The goal of AMS is to provide the highest quality, best performing products available. By utilizing research and development, and rigorous testing programs AMS will never compromise the quality or performance of our products. In addition, AMS will only provide the finest customer service offering only parts and advice that are in the best interests of the customer. AMS was built on a foundation of integrity. This is who we are; this is what you can count on.

A vehicle modified by the use of performance parts may not meet the legal requirements for use on public roads. Federal and state laws prohibit the removal, modification, or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on public streets or highways. Use or installation of performance parts may adversely affect the drivability and reliability of your vehicle, and may also affect or eliminate your insurance coverage, factory warranty, and/or new OEM part warranty. Performance parts are sold as-is without any warranty of any type. There is no warranty stated or implied due to the stresses placed on your vehicle by performance parts and our inability to monitor their use, tuning, or modification.

These instructions are provided as a guide only as there are many variables that cannot be accounted for concerning your particular vehicle, including but not limited to model year differences, model differences, the presence of non-OEM parts, and modifications that may already be or were previously installed. A basic knowledge of automotive parts and systems is helpful but a better understanding of the parts and systems on your particular vehicle may be required.

If you have any questions or issues at any time during the installation of your AMS product(s) please call us for technical assistance. The AMS tech line can be reached at 847-709-0530 for AMS products only.

These instructions are for the AMS EVO X master cylinder reinforcement device.

**Packing List:**

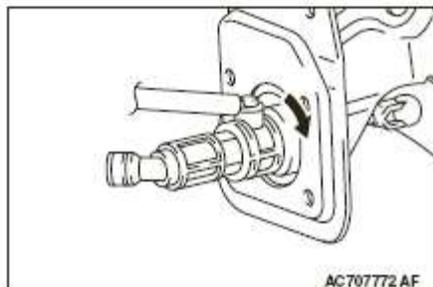
- Reinforcement Clamp
- Snap ring
- O-ring
- Spacer

**Installation Instruction:**

- 1) Start under the hood by removing the air intake.
- 2) Remove the reservoir hose connection at the master cylinder, clamp it off and move it to the side.
- 3) Unclip the connection from the line to the master cylinder. It is really hard to see the connection when on the car so refer to the pictures below to see how the clip works. The best way to remove it is with a small flat blade screwdriver or a pick, it does not need to be completely removed just backed out and the line will slide out. DO NOT damage or lose this clip, it cannot be bought by itself, if lost you will have to purchase a new master cylinder. Have a magnet close by to catch the clip if it falls off of the master cylinder.



- 4) Disconnect the master cylinder from the clutch pedal.
- 5) Remove the master cylinder by twisting it 45 degrees (as pictured below).



- 6) Once the master cylinder is removed, inspect it for signs of leakage. If there are no signs then remove the rubber washer on the end of it and install the AMS reinforcement ring as shown below, the beveled edge should face the clutch pedal side of the master cylinder.



- 7) After the ring is fully seated onto the cylinder clip it in place with the supplied snap ring. The snap ring is installed with the beveled edge facing up. The ring should fit very snug. **IF** it moves very easily remove the snap ring, put the spacer under where the snap ring sits and re-install the snap ring, this will take up the space that some master cylinders allow.



- 8) Then using a few drops of super glue or similar to hold the o-ring on the top of the AMS reinforcement ring twist the master cylinder back on the clutch pedal assembly. (The factory rubber washer does not get used).



- 9) Bleed the system\*

\* It may be necessary to prime the master cylinder prior to bleeding the system, the easiest way is to remove the cap from the clutch/brake fluid reservoir and compress the slave cylinder with a pry bar. You will see bubbles come out of the reservoir, this means the air is coming out of the system, once the bubbles no longer come out the system has been bled.

