All Dodge/Ram trucks

You will need to transfer your safety switch from your old hydraulics to the new hydraulics.
The safety switch mounts to the new rod just as it attached to the old one. The slide must sit below the step on the rod to work correctly. You may need to compress the switch some to do this. Installing the switch before installing the hydraulics will save a lot of headaches.

2003+
Hydraulics come with a new mounting bracket installed (skip to Hydraulic Adjustment)

98-2002 24v truck hydraulics will reuse the existing metal bracket that is bolted to the fire wall. This metal bracket is not part of the old master cylinder. It is very important that the new master cylinder fits tight and locks into this bracket, we supply 2 rubber washers to ensure a tight fit; you may or may not need to use both rubber washers.

94-97 12v trucks do not use a bracket but must fit tight and lock into place, we supply 2 rubber washers to ensure a tight fit; you may or may not need to use both rubber washers.

Master cylinders that fall or break out of the fire wall **WILL NOT** be covered under warranty.

Hydraulic Adjustment 1998+ trucks with HYD-02 and HYD-03
It is important that the pedal is adjusted properly. When releasing the clutch pedal the clutch should start to engage mid-way up from the floor, if it is engaging high you will need to shorten the rod under the dash, if it is engaging low you will need to lengthen the rod. In some cases where you cannot get the clutch to engage low enough you may need to cut ¼" off the slave cylinder rod. Do not cut more than ½" off. Do not cut the rod unless you have tried adjusting the master cylinder as low as it will go. If your clutch pedal is higher than the brake pedal, you have something installed or adjusted incorrectly.

You must have some free travel at the top of the pedal. Improper adjustment can cause drivability issues/slipping and lead to premature failure.

For more information please visit:
http://valairinc.com/performance/masterslave.pdf