



DCR Clutch Pedal Pivot/Rod Combo ...DCR was first out with this☺

Remove the screw retaining the stock O.E. pushrod to clutch pedal. Take a small pick or screw driver to remove dust seal for pushrod at the master cylinder. Once the dust seal is removed, take small internal snap ring pliers and remove snap ring from master cylinder. Gently pull on O.E. push rod to slightly expose master cylinder plunger, be careful not to pull out any more than a ¼" from master cylinder to retain the fluid in the master cylinder. You just want enough exposed to gain access to metal black retaining clip/cup that attaches O.E. pushrod into plastic master cylinder piston. Once the retaining clip/cup is slightly exposed, take 2 small screw drivers and wedge between plastic piston and metal retaining clip to remove metal retaining clip, which removes the O.E. pushrod from piston. Push piston back into the slave cylinder to the point where you can reinstall the snap ring. Place the O.E. dust seal back into master cylinder and it can be pressed in by fingers.

Now install DCR Clutch Pedal Pushrod right through dust seal into piston and attach to clutch pedal and adjust as necessary by screwing adjuster in or out. Out (longer) will make clutch engage near top and in (shorter) will make clutch engage near bottom. Adjust so that clutch lets out near halfway to ¾ of the way out from floor pan. Make small adjustments such as one full turn of push rod between clutch engagement checks. If you adjust out too far contact of the throw out fork to pressure plate cover will occur so do careful adjustments. Using a 5/8 wrench to hold rod end tighten jam nut with 11/16 wrench being careful not to allow rod end to turn causing damage to e-clip. We adjust the clutch engagement as necessary and remove pivot/pushrod combo and tighten jam nut while off vehicle then reinstalling to avoid damage to e-clip. Make sure e-clip snaps securely into groove of clutch pedal. If you damage e-clip it may fall off in operation causing loss of clutch operation. If you should need a replacement e-clip it is a 3/8 e-clip available at any hardware store.

Due to the size of the DCR Clutch Pedal Pushrod there is no room and no need for the black retaining clip/cup as the clutch pedal will keep it in place. The O.E. retaining clip/cup is just for assembly line simplicity to keep pushrod into place.

We offer the DCR Throw Out Fork and DCR Brass Pivot Ball if you are having other clutch engagement issues. Thank you for choosing DCR.

Please contact us if you have any further questions. Check out our new services we offer for the manual transmission at www.DCRSRT.com.

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Dodge Neon SRT4 (03-05)- Manual Transmission Slave Cylinder, Clutch Pedal and Shifter Adjustment Checklist

1. Remove slave cylinder from transmission by pushing in slightly and turning it until it aligns with grooves to be pulled out without disconnecting hydraulic line.
2. While holding slave cylinder in one hand and still connected to hydraulic line use other hand to push in on push rod until it bottoms out into slave cylinder 10 times. Do this slowly and it will displace all fluid back thru line into master cylinder removing any air in system.
3. Reinstall slave cylinder into transmission
4. Start car and check results.
5. If good you're done.
6. If still having issues adjust clutch pedal push rod under dash to make clutch start to engage three quarters the way up from floor pan. This done by loosening screw at pedal adjustment and pushing push rod towards firewall and retighten to 65 inch pounds while holding new position. Tip- mark relationship of screw to pushrod where it sets on pivot end first with a sharpie to determine how much you moved it. This will give you an idea of further adjustment if needed.
7. If you run out of adjustment slot in OEM push rod we have our DCR Billet Clutch Pedal Push Rod that allows for greater range of adjustment.
8. Check results- If good then you're done, if not then repeat 1-6.
9. If all above has no resolve the further inspection of clutch, clutch fork, throw out bearing, master and slave cylinder for damage internally and possible pivot ball for damage.
10. Shifter Adjustment- Also be sure to reset neutral setting at shifter under shifter console. Put transmission into neutral. Without moving shifter, loosen adjustment screw on crossover cable end at base of shifter in car. Maintaining neutral and without moving cable end, allow shifter crossover cable self center then retighten screw.

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