



MD-900-2100-LC Concentric Slave Cylinder (HRB)



Read These Instructions Completely Before Beginning

These installation instructions are for Modern Driveline's OE Style Concentric Slave Cylinder for use on Tremec and Borg Warner transmissions with a machined ring and two mounting fastener locations on the front of the transmission, found on aftermarket T-56 GM Magnum and Ford Magnum XL (with modifications) transmissions. OE applications include 6-speed Tremec / Borg Warner for GM LS-based models, Mopar (Viper with modifications), Ford 4.0L T-5.

This bearing is NOT used on any transmission with a guide tube.

1.0 Tools and Notes

- 1.1 10mm wrench and/or socket/ratchet, 1/2" & 9/16" Wrenches/Crow's feet, Torque Wrench.
- 1.2 This Hydraulic Release Bearing does not utilize the stock Quick-Disconnect fitting or hex-bleeder rod. These parts have been replaced with braided lines for better servicing outside the bell housing.
- 1.3 Safety Equipment – Always wear approved ANSI approved safety goggles/glasses when working with metal and fluids. Wear proper gloves when working with hot surfaces and corrosive fluids.
- 1.4 A ground strap from the engine to the body, and body to frame, must be used.
- 1.5 **Failure to install a ground strap from the engine to the body and frame will result in braided line failure. The braided line cannot be used as a ground strap.**
- 1.6 OE Style bearings from Ford, GM, & Mopar operate differently than your aftermarket bearings such as Ram, Howe, Quartermaster, Tilton, & some McLeod.
- 1.7 OE style bearings have a built-in spring within the body which is under a plastic surround that is captive to the base, or the spring is under a bellows-style or plastic cover and the tube has a retention clip to keep the bearing from over-extending.
- 1.8 OE style bearings require 1/2" (0.5") compression for set-up and must also have 1/8" (0.125") clearance to the "clutch disk hub" and have at least 1/8" (0.125") free-movement to compress when installed.
- 1.9 Aftermarket bearings require a set-up gap of typically 1/8" (0.125") by use of shims or an adjustable threaded collar. These style bearings come with their own set of instructions and are different than OE Style bearings.
- 1.10 The compression distance of an OE Style bearing can be adjusted with the use of a spacer. Modern Driveline offers two different height spacers if needed to achieve the correct compression:
MD-900-3000 0.400"
MD-900-3001 0.625"
Both parts come with extended length mounting hardware.

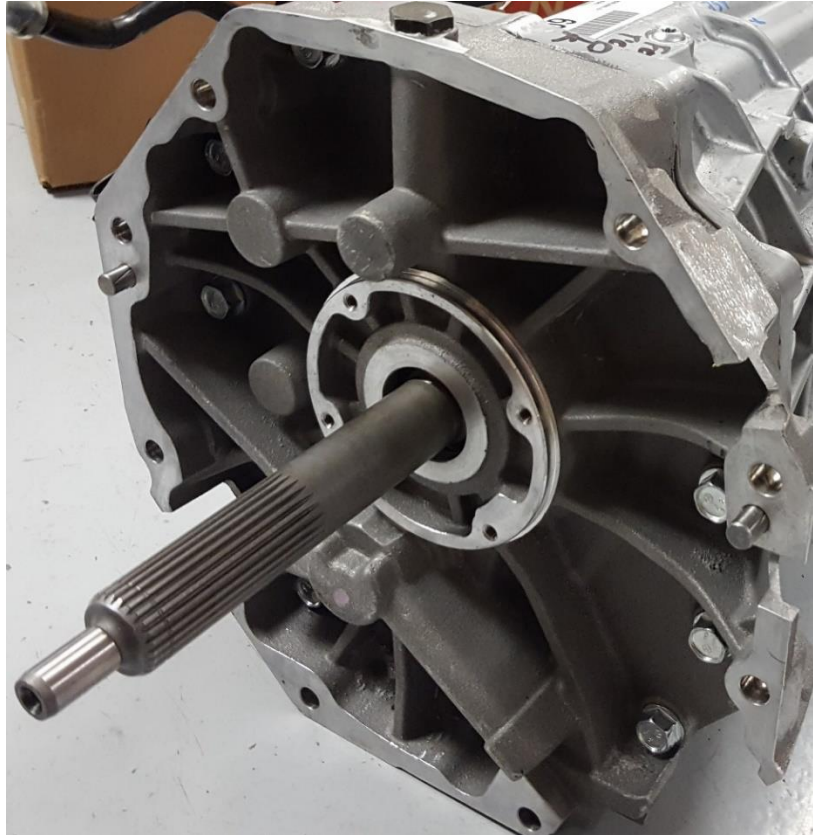


- 1.11 The bleeder kit and bleeder kit instructions are not supplied in this kit. The bleeder kit may be purchased at modern driveline.com.

2.0 Disassembly

– If your vehicle is already disassembled, verify all dis-assembly steps have been performed and skip to the Assembly Instructions.

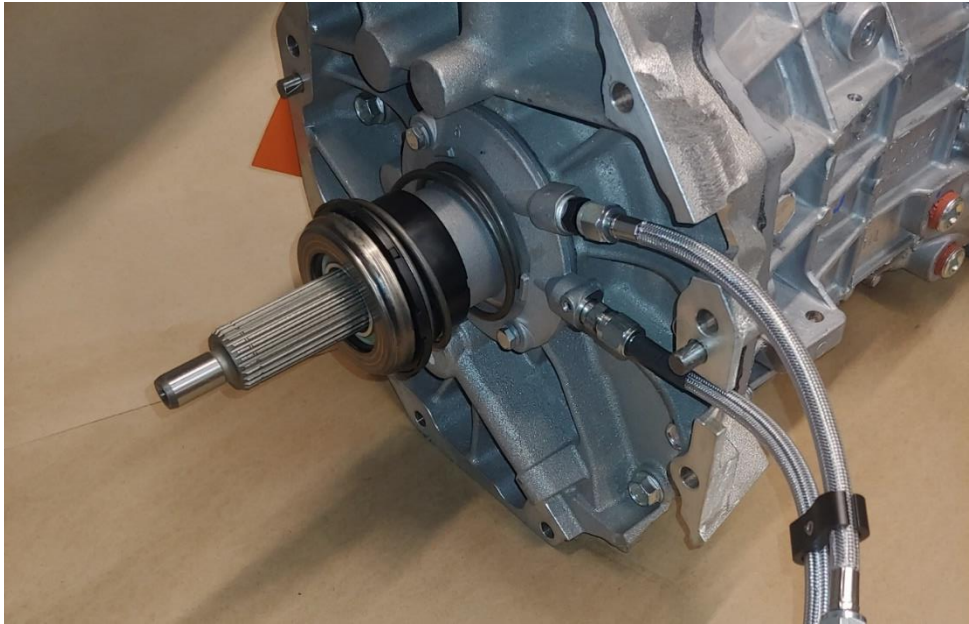
- 2.1 Remove any installed bearing from the front of the transmission. Remove any debris from mounting surface. Clean threads.



Shown is GM T-56 Magnum with GM and Mopar bolt mounting.

3.0 Assembly

- 3.1 Install the bearing assembly to the face of the transmission with supplied lock-washers and fasteners. Tighten fasteners to 10-12 ft/lbs (light-wrist tight).
- 3.2 The short, braided line is for the bleed screw and the long braided line will be used as the supply/return line. The bleed line will be attached to the upper fitting. Tighten all braided line ends to their respective fittings. Support must be provided for all fitting connections, specifically the bleed port fitting; this fitting has been pre-installed. Failure to provide support may result in damage to components. Torque line-ends to 20-25 ft/lbs.
- 3.3 Route the braided lines out of the transmission face-plate openings or bell housing opening.
- 3.4 Install the butterfly clamp with supplied fastener where it is convenient. Be sure the braided lines will not interfere with the movement of the pressure plate. Additional clamps or retention devices may be used. After you clamp on top of the vinyl coating be sure to follow up after a few minutes to re-tighten.



Shown is the MD-900-2100-LC mounted to the front of a GM T-56 Magnum.

4.0 The Bleed Procedure

- 4.1 In the master cylinder kit is a Bleeder Kit. Follow the *bleeder kit* instructions. If you have lost the bleeder kit instructions, they can be found on our web site moderndriveline.com.



MD-900-2100-LC Assembled