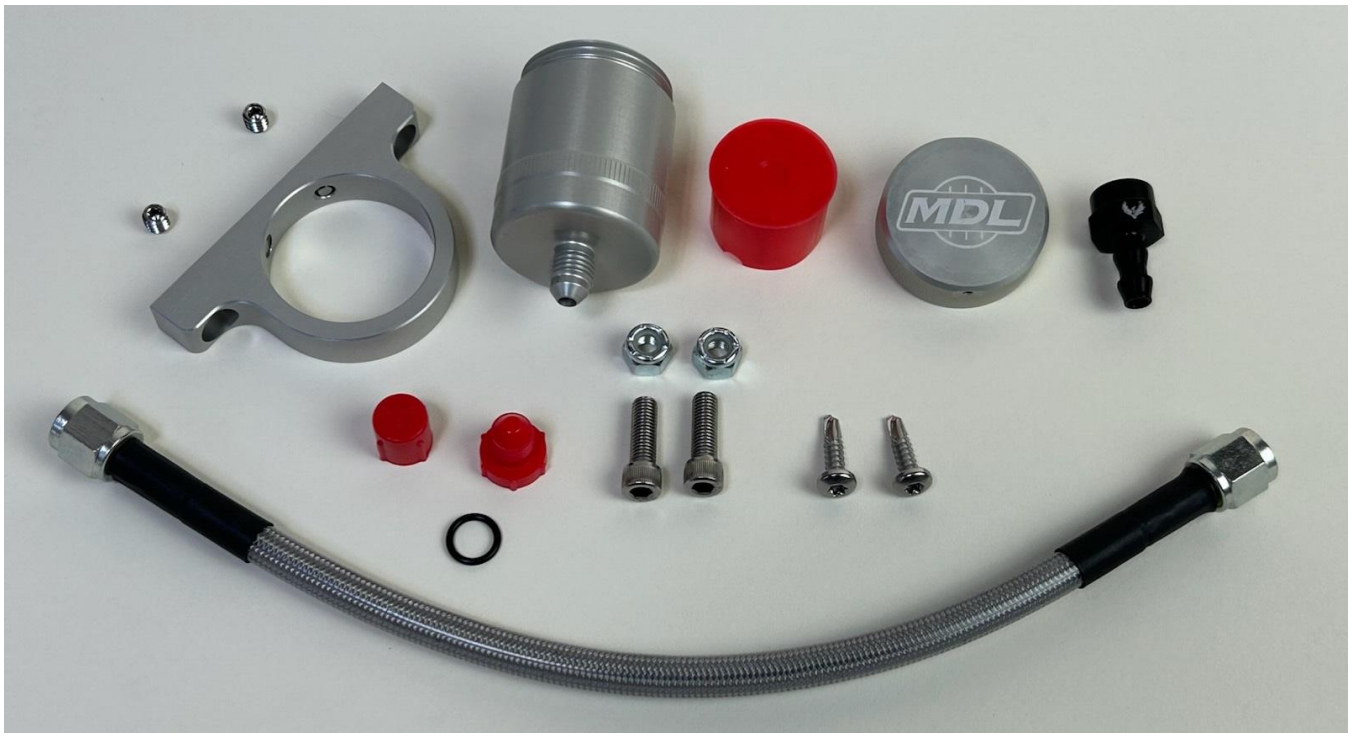
MDL 2100 Series Reservoirs

Installation Instructions



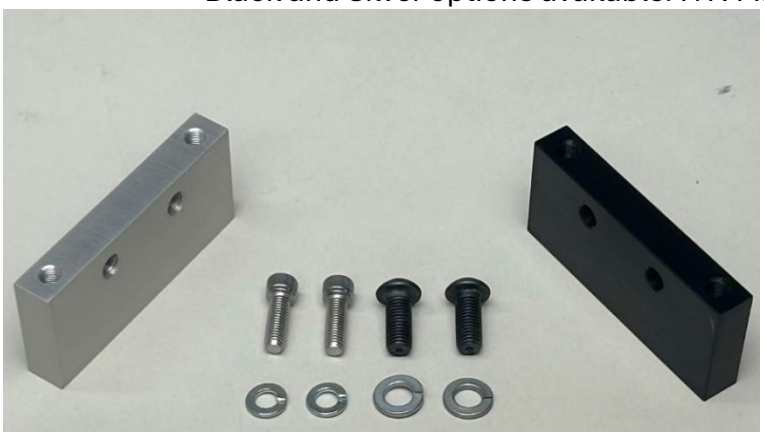
Thank you for purchasing the Modern Driveline *2100 Series Billet Reservoir*

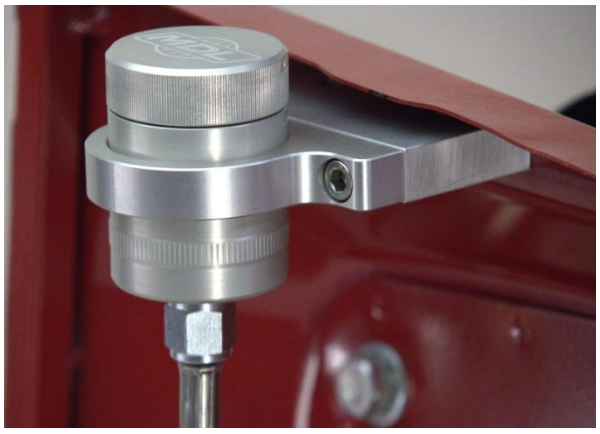
This Reservoir is specifically designed to work with clutch master cylinder systems designed by Modern Driveline. It will also work with other master cylinder designs.

Read These Instructions Completely Before Beginning

1. Before You Begin
   - 1.1. Installation of this kit may require disassembly of the vehicle.
   - 1.2. General vehicle mechanical knowledge and an understanding of the terminology are required.
   - 1.3. DO NOT SKIP STEPS. Modifications to this part are not required for installation unless you are mounting on a contoured surface.

2. Information about this kit
   2.1. Depending on which kit you purchased it may or may not have come with a steel braided line.
   2.2. Consider the reservoir line length when mounting this Reservoir.
   2.3. Do not try to use lock washers in the reservoir clamp, they do not fit.
3. NON-Warrantable Conditions.
   3.1. Do not over-tighten parts.
   3.2. You may substitute hardware in this kit for your desired appearance.
   3.3. Substitute components are your responsibility for compatibility.
   3.4. Always check/test threads prior to installation into the vehicle. Damaged threads are not warrantable.
4. Tools, Shop Supplies, and Notes
   4.1. 1/8” & 3/16” Allen Wrench.
   4.2. #10 and 1/4" drill bits.
   4.3. Drill motor.
   4.4. Deburring tool.
   4.5. Standard shop tools.
5. Options
   5.1. You may be interested in the mounting block or mounting bracket to reach under a firewall cowl lip or attach to a brake booster / master cylinder mounting bolt.
      - MDL offers a complementing or contrasting mounting block to clamp/reservoir color. Black and Silver options available. P/N MD-960-2004-B or MD-960-2004-C.



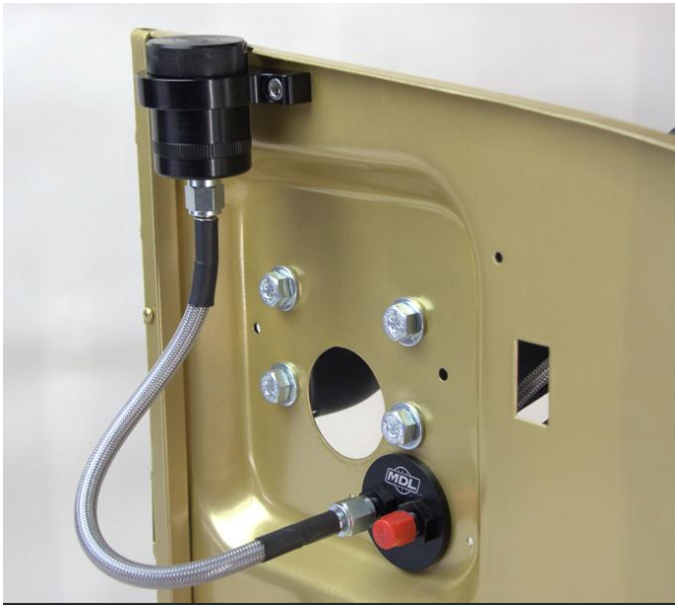


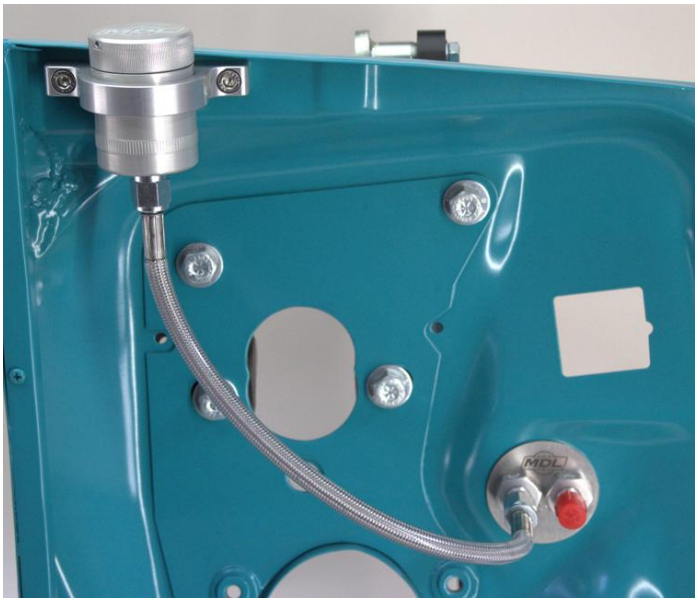
      - MDL also offers a stainless-steel mounting bracket, P/N MD-960-2001, for mounting to brake master cylinders and vacuum boosters.

6. Disassembly – If you are mounting vertically consider the access on the opposite side to install and tighten fasteners.
   6.1. Remove necessary items to access both sides of the mounting surface.

7. Installation - Clean as you go.
   7.1. Remove the cap and install the clamp, do not tighten the set screws.
   7.2. Do not take out the RED baffle.
   7.3. Do not use any lubricants on the o-ring in the cap or on the threads. Using grease, jelly, or oil, may cause the o-ring to stretch and will cause premature degradation.
   7.4. Re-install the cap snugly, as if you just serviced and re-installed the cap.
   7.5. Position the reservoir with clamp to the mounting bracket of choice, or directly to any flat surface, with the hardware provided. You may substitute hardware.
   7.6. Mark the location as necessary and note the position and appearance of "MDL" on the reservoir cap before tightening the set screws. Remember… the set screws can be tightened anywhere between the serrations.
   7.7. Before committing to your location double check the following:
      - Hood clearance
      - Hood HINGE clearance
      - Induction system clearance
      - Routing of wiring, A/C lines, power steering lines
      - Ability to service once installed.
      - The reservoir line length from the master cylinder or bulkhead fitting will reach the mounted reservoir location.
   7.8. Once all this is confirmed, you are ready to start the assembly process.
   7.9. Tighten the clamp set-screws to the reservoir body in your desired location.
   7.10. Remove the cap and remove the RED baffle (Coffey filter).
   7.11. This RED baffle is a VERY important part for the MDL Stealth Series, not necessary for the MDL LF Series (Wilwood and some OE master cylinders).
   7.12. Re-install the cap snugly without the RED baffle. Do not lose the RED baffle, it will be re-installed.
   7.13. Drill holes as necessary or use supplied self-tapping screws. Install reservoir.
   7.14. Attach the braided line or barbed fitting to the bottom of the reservoir and mating fitting for the master cylinder system. Hold mating fittings to prevent rotation and damage.
   7.15. Watch for reservoir body movement in the clamp, re-tighten set-screws or adjust as necessary.
   7.16. Tighten line ends or fitting to 15-25 ft/lbs, light wrist tight.
   7.17. Reservoir installation is complete.
   7.18. Do not press on the pedal until the RED baffle and reservoir cap have been re-installed.
   7.19. Do not use High-Heat or Silicone based fluids in this system.
   7.20. Remove the cap and fill the reservoir HALF full of DOT 3 or DOT 4 brake fluid and inspect for leaks.
   7.21. Bleed the system using the MDL bleeder kit or equivalent. Do not pump bleed or vacuum bleed this system.

7.22. Re-install the RED baffle with writing up.
7.23. Re-install the cap snugly.
7.24. Caution: Certain master cylinder designs always move fluid up and down in the reservoir. If you do not re-install the RED baffle and cap before actuation the pedal you WILL be cleaning up brake fluid.
7.25. You may now validate system function.
7.26. If you need to remove the RED baffle to re-bleed the system, use a piece of tubing from the bleeder kit to form a constant vacuum (like siphoning a gas tank) and lift the baffle out. Or, use the beaker stopper provided in the bleeder kit to form a seal at the top of the reservoir body then use the syringe in the beaker stoper to bleed the system.
7.27. Be sure to re-install the RED baffle and cap before re-validating system function.





A couple of sample installations are shown above.

7.28. Further assistance and tech support is available by calling Modern Driveline at 208-453-9800 M-F 8-5 Mountain time or E-mail Tech@moderndriveline.com
7.29. Enjoy your new hydraulic system and Thank You for “Making it Modern” We appreciate your business.