



1200 Series Throw Out Bearings



Please refer to www.mcleodracing.com for the most current and up to date instructions for your McLeod product.

Limited Warranty

McLeod Racing LLC, products are warranted to be free from defects in material and workmanship for the period of ninety (90) days, from the date of purchase. McLeod does not warrant or make any representations concerning its products when not installed and/or used strictly in accordance with the manufacturer's instructions for such; installation and operation, and in accordance with good installation and maintenance practices of the automotive industry. Products purchased used do not carry a warranty. This warranty is to the original purchaser and is non-transferable.

McLeod Racing LLC will not be held liable for the labor charges and other intangible or consequent losses that might be claimed as a result of the failure of any part, nor shall it be liable for damages or injury to persons or property resulting from the misuse or improper installation of any part subject to this warranty.

No merchandise may be returned for any reason unless prior return merchandise authorization number (RMA) has been obtained from McLeod. An RMA number may be obtained via www.mcleodracing.com or by calling McLeod directly.

McLeod Racing LLC reserves the right to examine all parts returned for warranty claim to determine whether or not any such part has failed because of a defect in material or workmanship. McLeod's obligation under this warranty shall be limited to repairing, replacing or crediting, at its option, any part found to be defective. All products returned to McLeod for warranty inspection must be prepaid by the customer under this warranty.

In a racing environment, the type of stress placed on automotive parts can vary dramatically by the type of use, driving style, track preparation, differing tire style and other variables that are out of McLeod's control. For this reason, any parts used in a racing environment shall be void of any warranty either expressed or implied.

There are no other warranties, either expressed or implied including, but not limited to, warranty of merchantability, and warranty of fitness for a particular purpose which extend beyond those set forth in the preceding paragraphs. This warranty shall be interpreted and applied in accordance with California law.

For any changes or updated versions of the warrant described above, please refer to www.mcleodracing.com before installation of product.





Clutch System Pressure Bleeding Procedure

2005-2024 Ford Mustang.

Warning! : Carefully read cautionary information on product label of hydraulic fluid being used. For medical emergency information, seek medical advice. In USA or Canada please call the poison control center at 1-800-222-1222 or poisonhelp@hrsa.gov For additional information, please consult the products Material Safety Data Sheet (MSDS) if available from the manufacturer. Failure to follow these instructions may result in serious personal injury or death.

NOTE: Do not spill brake fluid on painted or plastic surfaces or damage to that surface may occur. If brake fluid is spilled onto painted or plastic surfaces, immediately wash the surface with water.

1. Make sure all hydraulic tubes are correctly seated.
2. Make sure the clutch pedal is in the upward position.
3. Check fluid level of the clutch reservoir. Fill the reservoir with the specified fluid to the MAX mark. *McLeod Racing Motor Medic Brake Fluid Part Number 13900.*
4. Using a suitable bleeder kit and a Vacuum Pump Kit, install the rubber stopper in the reservoir opening. Make sure the rubber stopper has a tight fit. Alternate method: use a 50mm (1.96 in) rubber stopper with an 8mm (0.31 in) pipe inserted through the rubber stopper. Use the General Equipment Brake/Clutch System Pressure Bleeder/Filler.

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5. Holding the rubber stopper in place, operate the vacuum pump to 15-20 inches of vacuum. Hold the vacuum for one minute, then quickly relieve the vacuum. Remove the special tools.
6. Check fluid level of the reservoir. Fill the reservoir with the specified fluid to the MAX mark. Install the reservoir cap.
7. Press and release the clutch pedal until the clutch pedal effort is consistent and positive at the top of the clutch pedal travel.
8. Repeat steps 4 through 7 two additional times or until clutch pedal effort is consistent and positive at the top of the clutch pedal travel.
9. Install reservoir cap.
10. Check the clutch pedal reserve. Test the clutch system for normal operation.



McLeod Racing offers High Flow Stainless Steel supply lines that incorporate a bleeder and turns the hydraulics system from a closed system to an open system. Here are the part numbers available.

139249 - Retaining Clip: Hydraulic Slave: 2005 To 2024 Ford Mustang 2.3L to 5.8L

139250 - Bleeder elbow for 2005 and up Ford Mustangs.

139251 – Clutch Line, Hydraulic, 36" length, Ford 2005-14; 2018-24 Mustang.

139252 - Clutch Line, Hydraulic, 36" Length with Wire Clip Fittings & Bleeder Elbow; Ford, 2005-14; 2018-24 Mustang.

139253 - Clutch Line: Assembly: AN-4: 2015-2017 Ford Mustang V6/V8: Each

13900 – McLeod Racing Motor Medic Clutch Fluid DOT 3 / 4 Compatible.

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1200 Series Hydraulic Bearing Bench Bleeding Procedure.

1. Use a clean large mouth container or bowl to hold clean DOT 3, 4, or 5.1 brake fluid. See Manufactures requirements.
2. Submerge the steel hardline into the container and submerge the wireclip fitting under the brake fluid at all times during this process.



3. Slowly compress the piston, allowing the bearing assembly to fill with fresh clean fluid and evacuating any air within the bearing. Make sure the connection fitting is submerged into the fluid at all times.
4. Slowly release the piston back to its static state, allowing the brake fluid to be drawn into the cylinder. Make sure the connection fitting is submerged into the fluid at all times.

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5. Repeat process 3 and 4 until no air is present within the hydraulic bearing assembly. This may take several up & down compressions to achieve. When finished, make sure to install the original cap at the end of the connection fitting to keep debris out of the system.
6. Once the 1200 series bearing is installed on the transmission it will be time to connect the hardline connection fitting to the supply line from the master cylinder. You will need to remove the fittings cap from the bearing assembly on the end of the hardline. Make sure to have a rag or towel wrapped around the connection fitting so some fluid will drip out during the connection process.
7. Bleed entire hydraulic system according to service manual procedure.

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