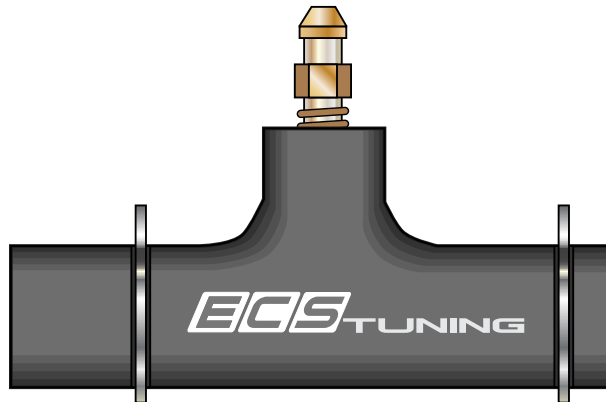


VW/Audi 6-Speed Clutch Bleeder Block Installation Instructions - [ES2586656/ES2608027](#)

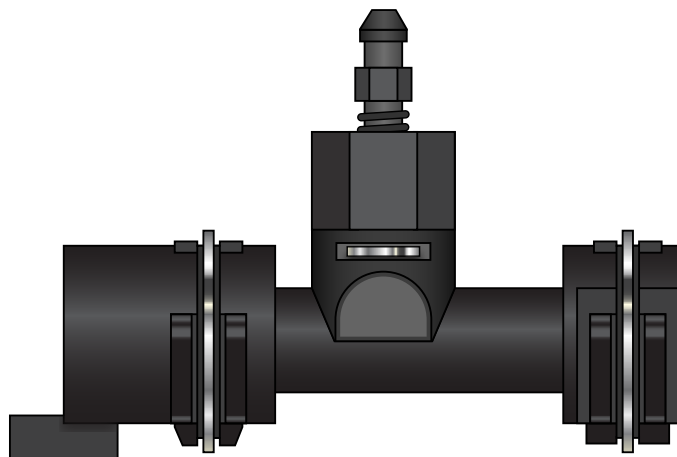
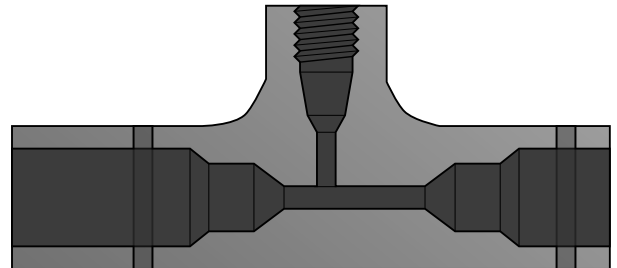


Thank you for purchasing your new ECS Tuning VW/Audi 6-Speed Clutch Bleeder Block, we appreciate your business!



The ECS Tuning 6-Speed Clutch Bleeder Block has features not found in the original factory-installed bleeder block. Our bleeder block is made of black anodized aluminum with a steel bleeder screw, so it won't flex or expand, and it is less apt to leak.

The fluid passage inside the ECS Tuning bleeder block is larger, for less fluid restriction and faster operation of the concentric clutch slave cylinder.



By comparison, the factory original bleeder block body is plastic, with a metal bleeder insert. This design is more apt to distort from pressure and heat, and is also more prone to fluid leakage at the bleeder screw insert seal.

The internal fluid passage is narrower, creating a fluid restriction that delays slave cylinder response.

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Available Shifter Upgrades:

Build-Your-Own 6-Speed Manual Transmission Upgrade Kit: [ES#3420447](#)



ECS Front-to-Back Shift Lever



ECS Billet Side-to-Side Shift Lever



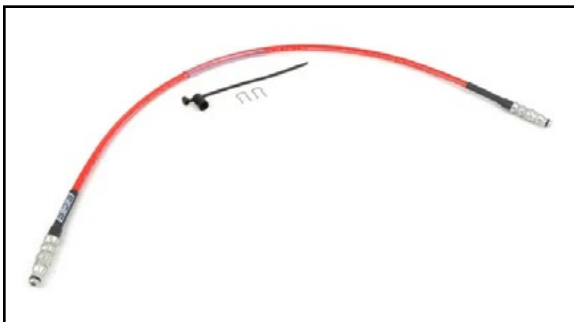
ECS Solid Shifter Cable Bracket Bushing Kit



ECS 6-Speed Clutch Bleeder Block



Transmission Service Kit w/ Magnetic Drain & Fill Plugs



ECS Exact-Fit Clutch Line



ECS Solid Shifter Cable End Link Bushings

- OR -



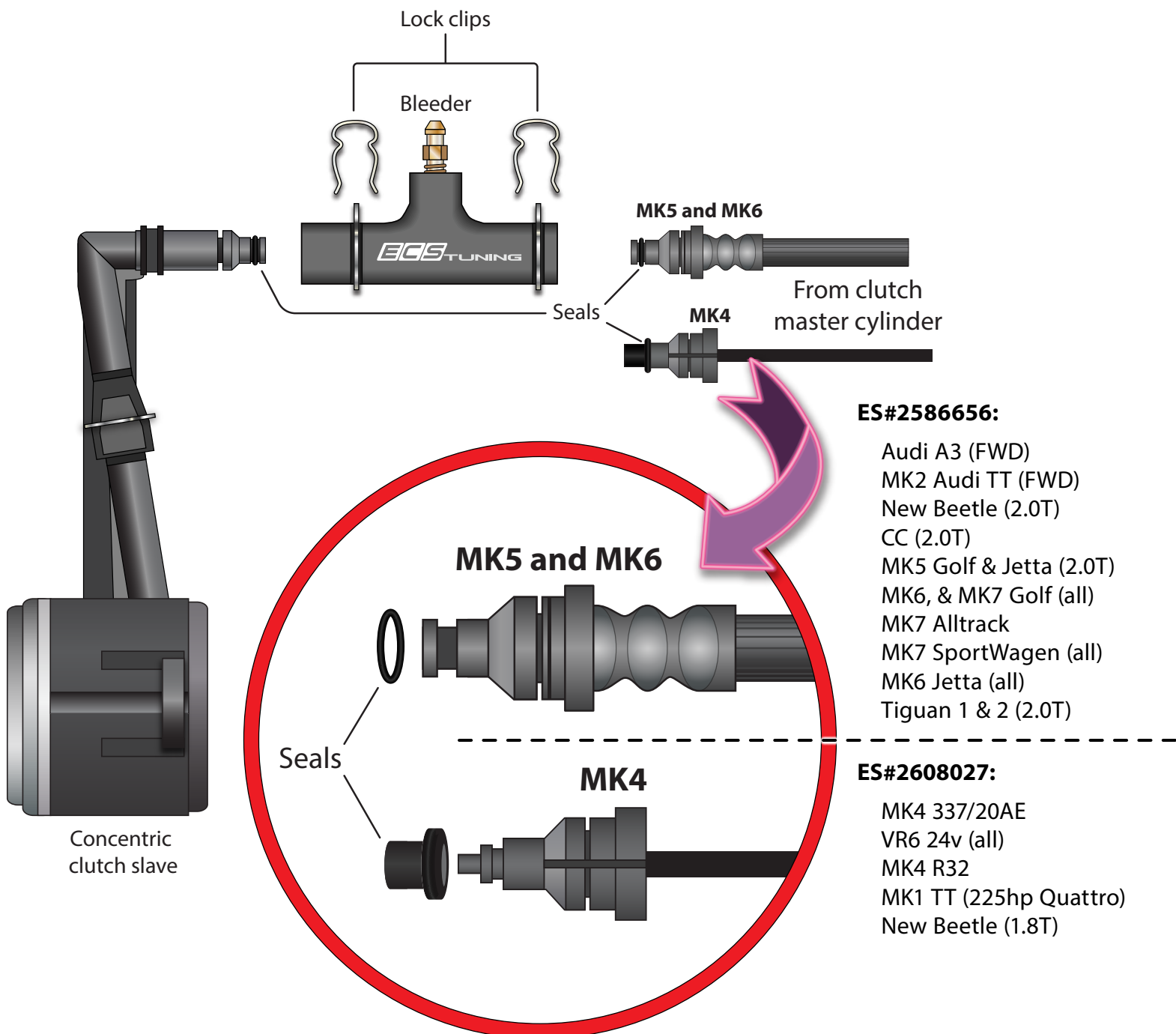
ECS Billet Shifter Cable End Links

Section 1: Which Kit Do I Need?

The ECS Tuning 6-speed Clutch Bleeder Block is available in two kits which fit a wide range of VW & Audi vehicles. The two kits are identical except for a difference in the fluid seal used to connect the hose from the clutch master cylinder to the bleeder block.

The illustration below shows the difference between the master cylinder hose configurations and seals. The o-ring seal used at the connection between the bleeder block and concentric clutch slave cylinder is identical in both kits, for all models listed below.

SPECIAL NOTE: Be sure to remove the old seals and install the new seals included in the kits, as shown. For kits containing a grommet seal as opposed to an o-ring for the master cylinder inlet hose, please carefully observe the installation procedure outlined on [Page 5](#) to ensure proper fitment.

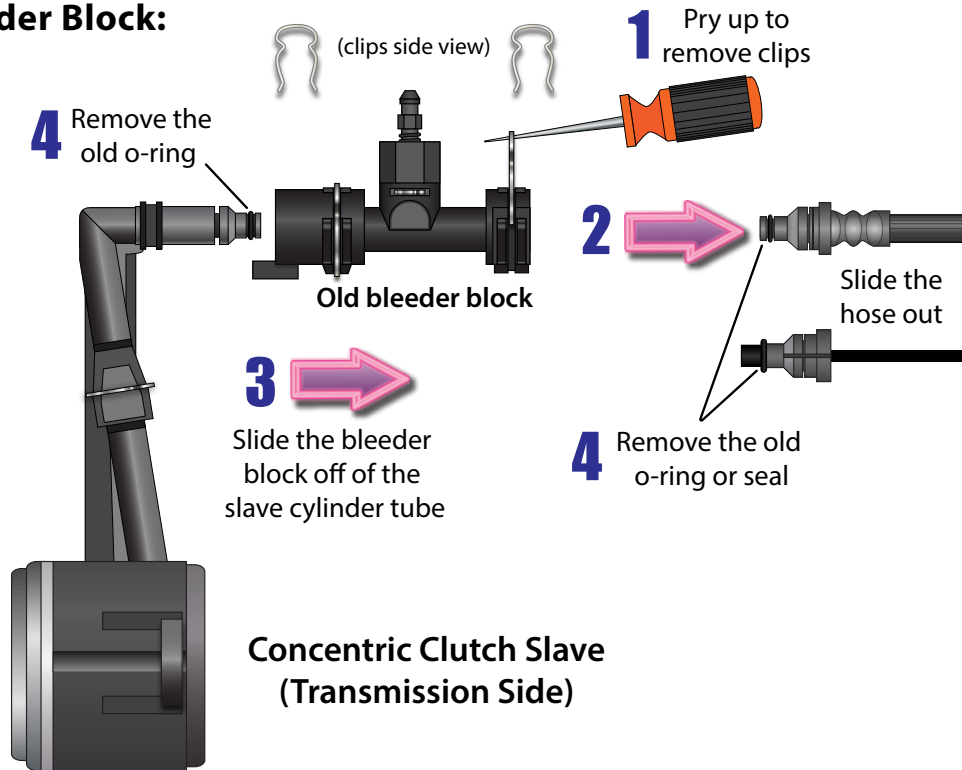


Section 2: Installing the New Bleeder Block

- Installing the bleeder block is the same on MK4, MK5, MK6, and MK7 vehicles.
- General procedures outlined below apply to all three models.

Part 1 - Remove the Original Bleeder Block:

1. Using a pick or small screwdriver, pull up the two metal spring clips on the original plastic bleeder block.
2. Slide the supply hose from the clutch master cylinder out of the bleeder block.
3. Slide the bleeder block off the slave cylinder tube. Discard the old bleeder block.
4. Remove the old o-rings, or o-ring and seal, depending on which hose style is used.

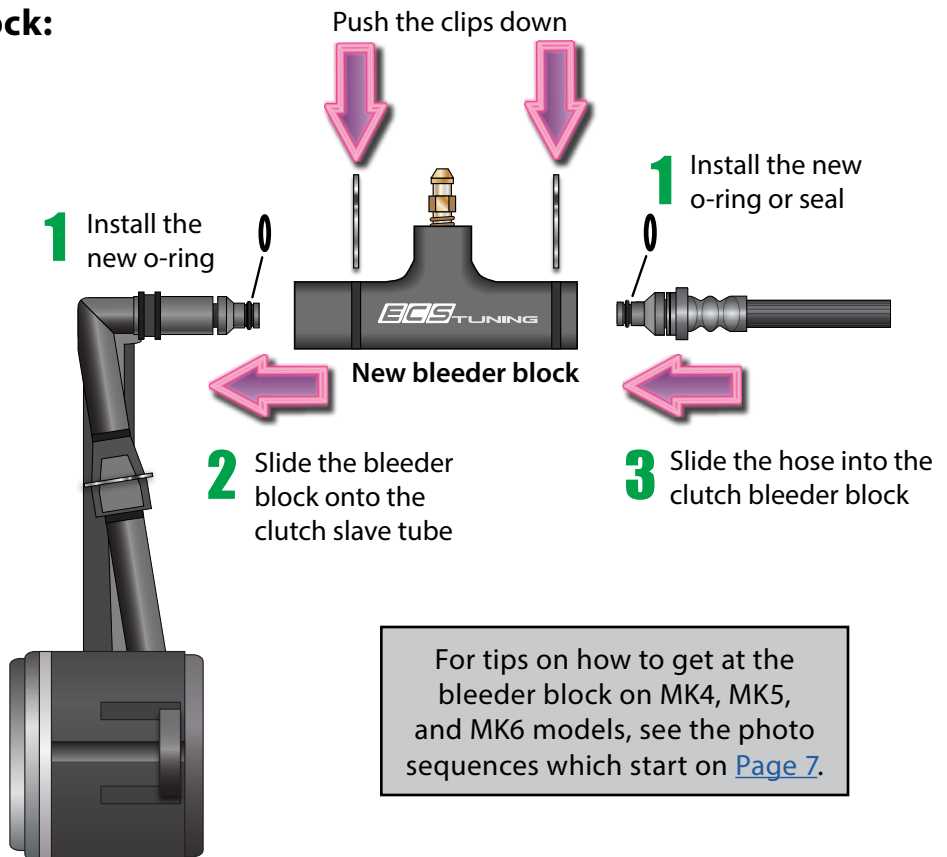


Part 2 - Install the ECS Bleeder Block:

1. Install the new o-rings (or o-ring and seal) on the slave cylinder tube and inlet hose. Install a new o-ring on the slave cylinder tube.

Note: For [ES2608027](#) please refer to [Page 5](#) for important sealing instructions.

2. Slide the "long end" of the new bleeder block onto the slave cylinder tube. Push the new retainer clip into the grooves in the block until it snaps in place.
3. Slide the hose from the clutch master cylinder into the other end of the block. Insert the remaining retainer clip.



Section 3: Grommet Seal Installation Procedure



1) Lubricate the new grommet seal with brake fluid.



2) Lubricate the inlet hose at the site of the grommet seal.



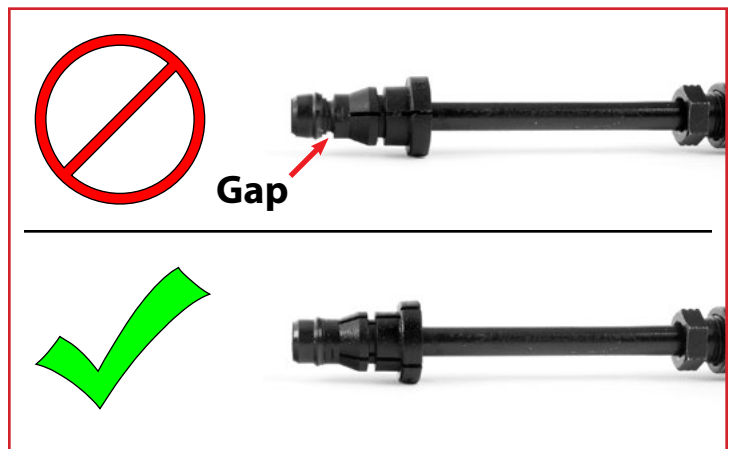
3) Position the seal as shown and press down firmly until the grommet seal fully seats onto the inlet hose.



4) The fully seated inlet hose seal is shown above.



5) Install the inlet hose from the master cylinder into the new ECS Bleeder Block as shown.



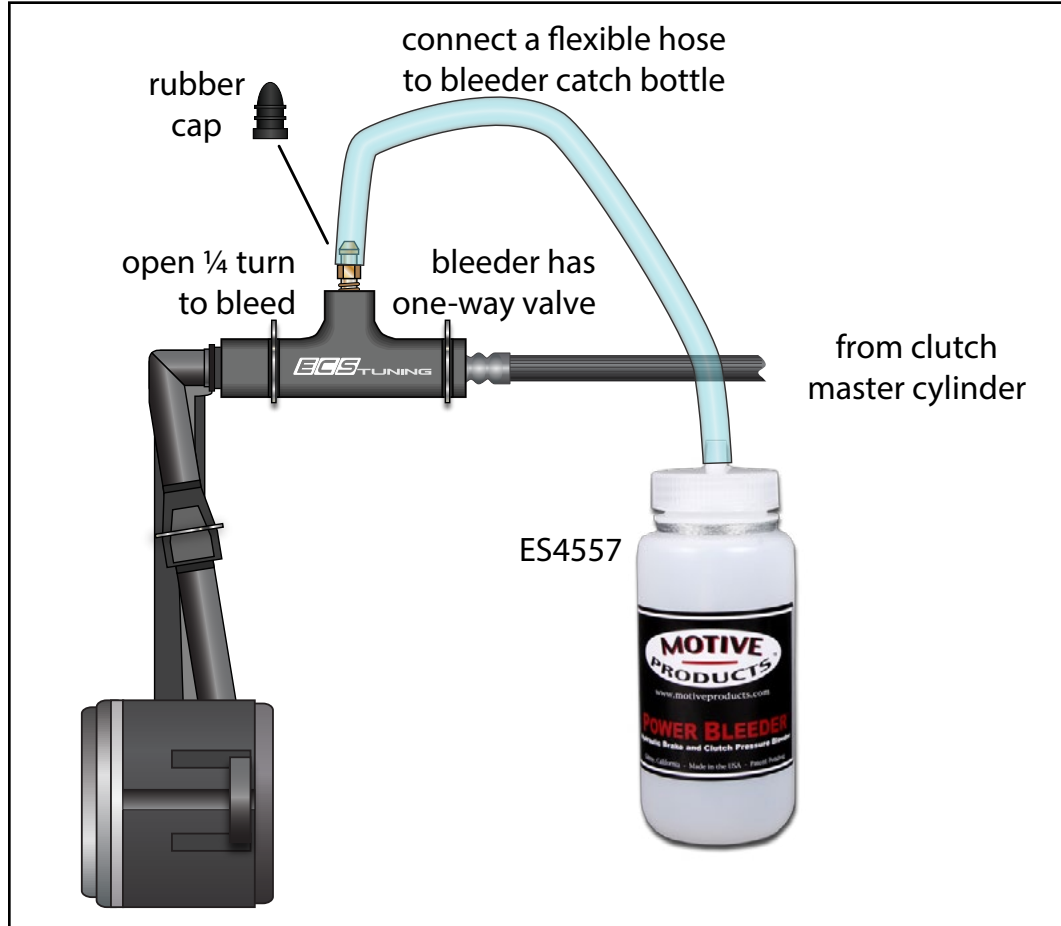
6) The top image shows the grommet seal improperly installed, the bottom image shows it installed correctly.

Section 4: Bleeding the Hydraulic System

To make bleeding the clutch hydraulic system an easy one-man job, your ECS Tuning Bleeder Block has a one-way valve built into the bleeder screw. There's no need for power or vacuum bleeding equipment.

Here's the procedure:

- Remove the rubber bleeder screw cap.
- Using an 8mm wrench, crack the bleeder screw ¼ turn (no more).
- Attach the clear flexible hose from a bleeder catch bottle to the bleeder screw.
- Inside the car, **push the clutch pedal to the floor by hand, then pull it up again slowly.**
 - Do this several times until the brake fluid runs clear and bubble-free through the bleeder hose.
- Close the bleeder. Reinstall the rubber bleeder cap.
- Check clutch operation.



Add fresh brake fluid to the master cylinder to replace the fluid lost during bleeding.

The rear section of the reservoir supplies fluid to the clutch master cylinder. It is separated from the front (brake) section by a divider.

Slightly overfill the front section until it spills over into the rear section.

Section 5: MK4 - Accessing the Clutch Bleeder Block

1) Remove the Battery Cover

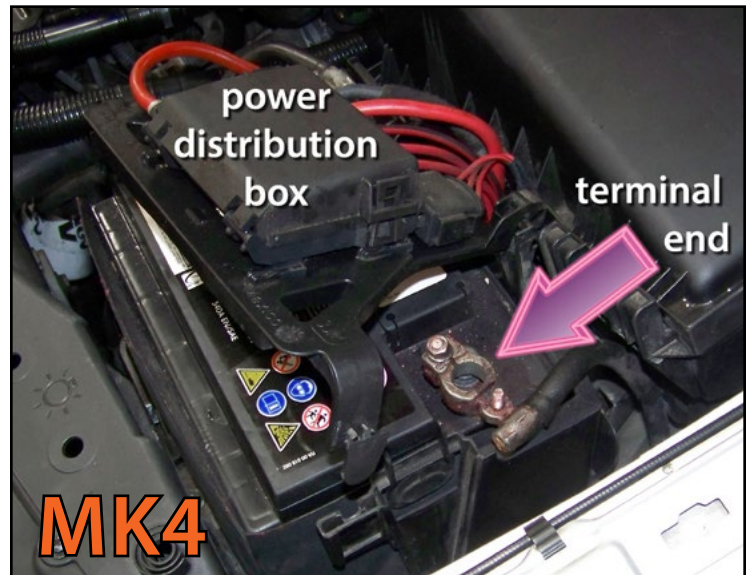
Pull up on the plastic battery cover to remove it.



2) Disconnect the Battery Terminals

Loosen the terminal ends and remove them from the battery.

Lift the power distribution box off the top of the battery.



3) Unbolt the Battery Hold Down

Using a long extension and a 13mm ratchet, loosen and remove the battery hold down bolt and bracket.



Section 5: MK4 - Accessing the Clutch Bleeder Block

4) Remove the Battery

Wearing gloves to protect your skin from battery acid, lift the battery out of the battery tray and set it aside.



5) Remove the Battery Tray

Using a ratchet, extension, and 10mm socket, remove the four bolts at the base of the battery tray, plus the air filter attachment bolt (arrows).

Lift out the battery tray.



6) Replace Bleeder Block

With the battery tray removed, the old bleeder block is clearly visible (arrow), located between the wiring harness connector and the transmission pivot arm.

Now you can install your new ECS Tuning Clutch Bleeder Block using the steps outlined on [Page 4](#) and [Page 5](#), and the bleeding instructions on [Page 6](#).

Replace the battery tray, battery, and power distribution box in reverse order of removal to complete the MK4 installation.



Section 6: MK5 - Accessing the Clutch Bleeder Block

1) Disconnect the Air Filter Inlet Hose

Using pliers, remove the large spring clamp at the air inlet hose connection on the air filter housing.



2) Remove the Air Inlet Scoop

Using a T20 Torx driver, reach in at the rear of the air inlet scoop and remove the two attachment screws (the arrows in the photo point you in the general direction).

When the screws are removed, lift the air scoop out of the car.



3) Install the New Bleeder Block

With the air hose removed, the old bleeder block is exposed (arrow), located between the starter motor and shift relay pivot arm.

Now you can install your new ECS Tuning Clutch Bleeder Block using the steps outlined on [Page 4](#) and [Page 5](#), and the bleeding instructions on [Page 6](#).

Then reinstall the air intake hose.

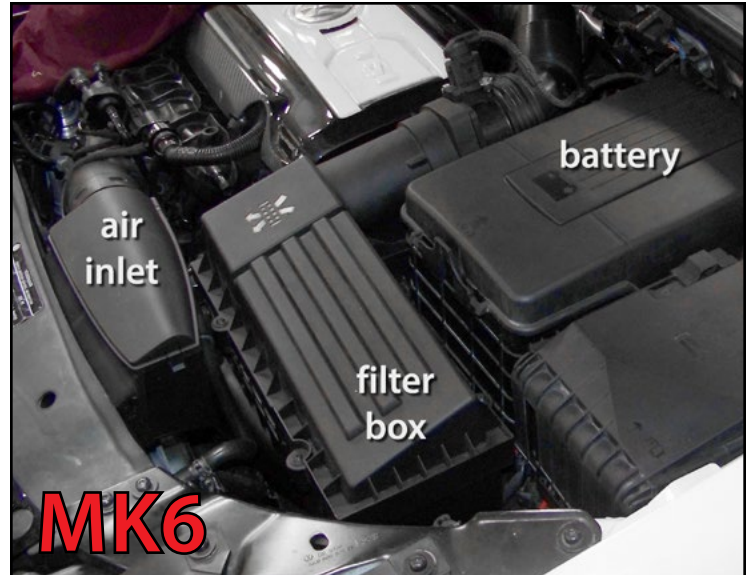


Section 7: MK6 - Accessing the Clutch Bleeder Block

1) Remove the Air Intake Components

To gain access to the clutch bleeder block we'll need to remove the air inlet scoop and air filter box.

The battery, identified for reference, does **NOT** need to be removed in the MK6.



2) Remove the Air Intake Scoop

Reaching from the rear of the air intake scoop with a T25 Torx driver, remove the two air scoop attachment screws.



3) Remove the Air Intake Scoop

After removing the screws, grab the air scoop and remove it.



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Section 7: MK6 - Accessing the Clutch Bleeder Block

4) Remove the Air Duct

Remove the u-shaped air horn that connects the air scoop to the air filter box.



5) Disconnect the MAF

Press the release clip on the side of the electrical connector and unplug the mass air flow sensor.



6) Unbolt the Air Box

Using a long 5mm hex driver, remove the air filter box retainer bolt.



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Section 7: MK6 - Accessing the Clutch Bleeder Block

7) Remove the Spring Clamp

Using pliers or a spring clamp tool, remove the large clamp securing the air intake duct to the throttle.



8) Remove the Air Box

The air box has two rubber grommets at its base that push-fit in plastic mounting pins.

Pull the box upward to release the pins, and set it aside.



9) Install the Bleeder Block

With the air box removed, the bleeder block is clearly exposed and accessible.

Now you can install your new ECS Tuning Clutch Bleeder Block using the steps outlined on [Page 4](#) and [Page 5](#), and the bleeding instructions on [Page 6](#).

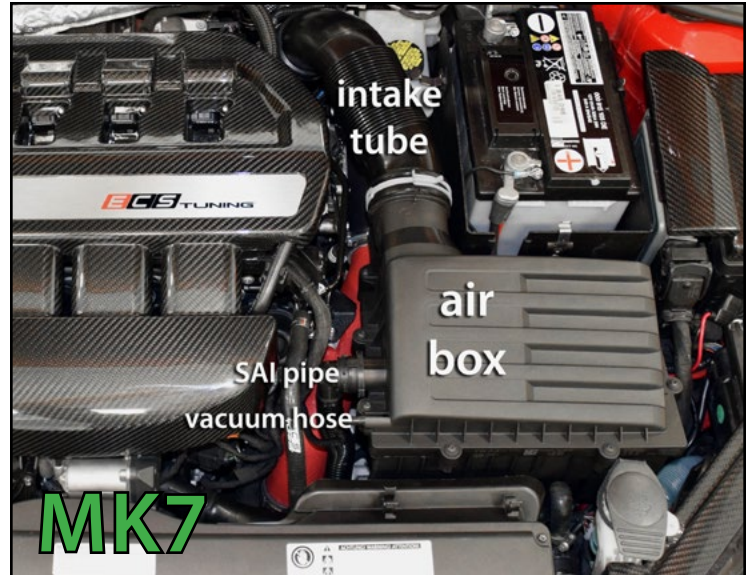
Then, reverse the removal steps to reinstall the air box and intake duct work.



Section 8: MK7 - Accessing the Clutch Bleeder Block

1) Identify the Air Intake Components

To gain access to the clutch bleeder block we'll need to remove of the air box.



2) Disconnect the Intake Tube

Loosen the spring clamp between the air box and the intake tube, then pull the intake tube off of the air box.



3) Air Box Hose Connections

Some vehicles will have a secondary air injection tube connected to the side of the air box. If equipped, remove it at this time by pinching the sides of the tube end together and pulling it off the air box.

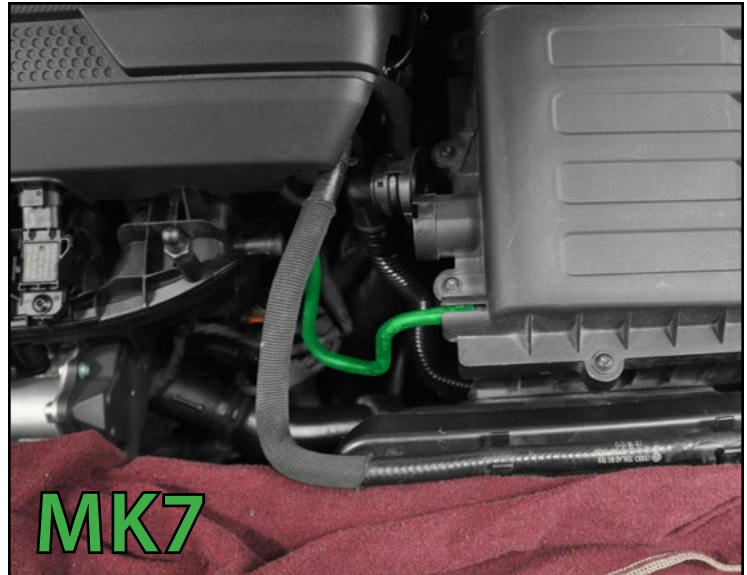


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Section 8: MK7 - Accessing the Clutch Bleeder Block

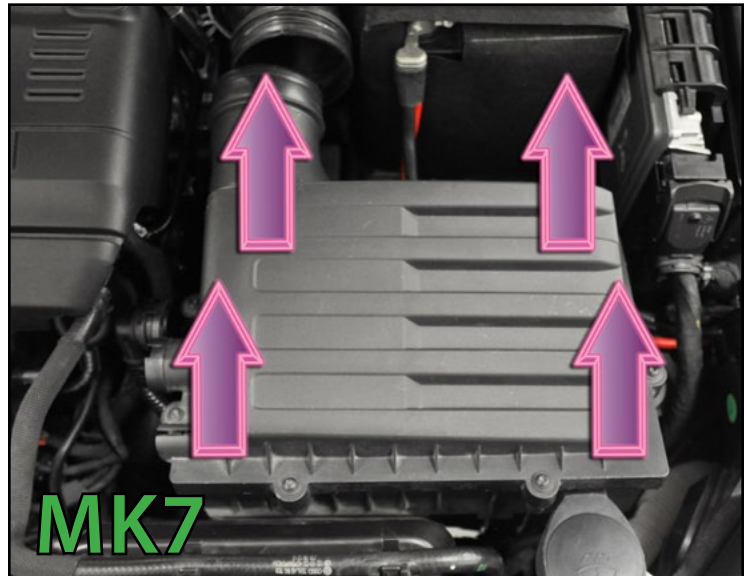
4) Air Box Hose Connections (continued)

Carefully pull the vacuum hose off the side of the air box (highlighted in **GREEN** in the photo).



5) Remove the Air Box

Pull up on the air box at all four corners. It's only held on by rubber grommets and you'll feel it "pop" off, then you can lift it out and remove it.



6) Install the Bleeder Block

With the air box removed, the bleeder block is clearly exposed and accessible.

Now you can install your new ECS Tuning Clutch Bleeder Block using the steps outlined on [Page 4](#) and [Page 5](#), and the bleeding instructions on [Page 6](#).

Then, reverse the removal steps to reinstall the air box and intake tube.



Your ECS Clutch Bleeder Block installation is complete!

Thank you for purchasing the ECS Tuning
VW/Audi 6-Speed Clutch Bleeder Block



Visit us at www.ecstuning.com

We appreciate your business, and we
hope this tutorial has been helpful.