

Clutch: MANUAL TRANSMISSION AND CLUTCH 16

All Engines

- ☐ Remove the two clutch slave cylinder retaining bolts and secure it clear of the clutch housing. Remove the clutch release arm gaiter and push rod.
- ☐ Remove the clutch housing retaining bolts and the negative battery cable stud. Remove the housing from the engine and lift out the clutch release bearing hub and arm.
- ☐ Remove the bolts retaining the pressure plate and cover assembly to the flywheel and withdraw the assembly and clutch disc.

Renew the release arm and pivot assembly if the arm is damaged or if the pivot is loose.

If the clutch disc/flywheel face exhibits signs of uneven wear or if vibration has been reported, check the flywheel face run out as detailed in Section 21.

NOTE: If any clutch component is worn or damaged, the complete pressure plate cover assembly and disc should be renewed, including the release bearing.

Examine and where necessary, renew the pilot bearing in the flywheel as described in this section.

Cleaning and Inspection

⚠ WARNING: Clutch disc linings contain particles of asbestos which is dangerous to health if inhaled. Do not 'blow-out' dust from clutch assemblies with compressed air. Wherever possible, use a vacuum cleaner and/or carefully collect the dust in a container which must then be sealed for disposal.

Thoroughly clean the clutch housing, release bearing, arm, flywheel face and the engine mountings and half cups.

Check the flywheel face, clutch pressure plate assembly, release bearing, hub assembly and the release arm/pivot assembly for wear and damage.

NOTE: It is not necessary to renew the release bearing hub if either or both the small rear lugs are broken as they only serve a production facility.

V6/V8 Engines Only: Inspect the release bearing grease tube for wear or damage. Apply the specified grease to the nipple to check that the tube is not blocked.

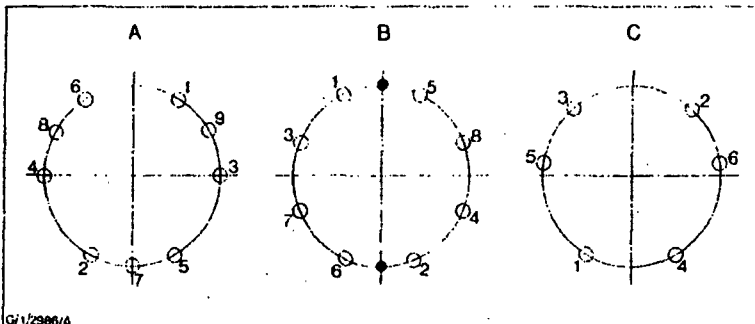
Installation

- ☐ Position the disc and cover assembly to the flywheel and loosely fit the cover retaining bolts.

CAUTION 1: Where an 8 speed transmission is used with a 6 cylinder in-line engine, ensure the clutch disc is of the reinforced steel backed type. This can be identified by a white paint spot on the transmission side of the clutch disc hub.

CAUTION 2: Ensure the disc is fitted correctly e.g. named face to flywheel or shallowest projecting side of splined boss towards flywheel.

- ☐ Using a universal clutch aligning tool, locate the clutch disc in position and tighten the retaining bolts in the



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Clutch Tightening Sequence (●) - Clutch Retaining Bolts (○) - Dowels

A. Deutz Perkins and Cummins 504

B. 6 Cylinder In-Line Engines

C. 4 Cylinder Engines

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