WARNING: Asbestos dust is injurious to health and must not be inhaled. Do not blow the dust off with an air line. Use a suitable vacuum cleaner. If a vacuum cleaner is not available, use personal protective breathing equipment or a suitable face mask and remove the dust carefully with a brush or rag. Collect the dust in a sealable plastic bag or envelope for disposal.

4. Inspect the pressure plate assembly generally for damaged or worn parts. In particular check:
   (a) the friction surface for scoring, discolouration or cracks,
   (b) the operating lever ends for wear,
   (c) for broken coil springs.
   If these or any other defects are present, replace with a new pressure plate assembly.
5. Inspect the intermediate plate for scoring, discolouration or cracks. Check also the centralising leaf springs for cracks or breakage. If these or any other defects are present replace with a new intermediate plate.
6. Inspect the two clutch discs for wear on the friction linings. Check to see if the linings are worn down nearly to the rivet heads. Check the linings for oil contamination. Check the buffer springs for cracks or breakage and also that they are not loose in the housings. If these or any other defects are present replace one or both clutch discs as necessary with a new part.
7. Inspect the flywheel friction surface for scoring, discolouration or cracks. If the flywheel is unserviceable fit a new part as detailed in operation 21 582 4.

To Install

8. Lightly grease the splines in the hub of both clutch discs.

CAUTION: Only the very slightest film of grease should be applied as any excess will be thrown out and may contaminate the friction linings.

9. Place the spigot end of the clutch disc/flywheel pilot bearing alignment tool (Tool No. C-7139) in the flywheel pilot bearing.
10. Place one of the clutch discs on the alignment tool with the longest spigot of the splined hub towards the flywheel. Slide the disc up against the flywheel.
11. Place the intermediate plate in position against the first disc with the four driving lugs engaged in the four driving slots on the flywheel and the centralising leaf springs on each lug in a trailing position relative to flywheel rotation. Slide the plate up against the first disc. Take note of the position of the letter 'L' stamped on the plate.
12. Place the second clutch disc on the alignment tool with the longest spigot of the splined hub towards the flywheel. Slide the disc up against the intermediate plate.
13. Hold the clutch pressure plate in position against the second disc with the letter 'H' stamped on the cover as near as possible to the letter 'L' on the intermediate plate. Ensure that the dowels in the flywheel are aligned with the dowel holes in the clutch pressure plate cover.
14. Enter all the securing bolts with new lockwashers and screw them in until they are just lightly clamping the pressure plate.
15. Screw in each bolt one turn at a time to carefully and evenly pull the pressure plate up to the flywheel and load the pressure plate springs. Ensure that the dowels engage correctly with the dowel holes. Finally tighten the bolts to the specified torque (see specifications).
16. Remove the disc alignment tool.

16 784 4 CLUTCH HOUSING — REMOVE AND INSTALL (Transmission Removed)

In-Line Diesel Engined Models

To Remove

1. Tilt the cab as described in section 44.
2. Slacken, unscrew and remove the two bolts securing the clutch slave cylinder. Do not remove the push rod or the rubber boot from the slave cylinder. Swing the cylinder aside and suitably support it to prevent damage to the hydraulic fluid line.

NOTE: On all vehicles fitted with four (4-410-S), six and eight speed transmissions, the slave cylinder is mounted on a cast extension bracket on the clutch housing. On vehicles fitted with the Ford 4-310 transmission the slave cylinder is mounted on a flange on the clutch release arm.

3. Remove the battery cover and disconnect the batteries.

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