

40. On vehicles fitted with four (4-410-S), six and eight speed transmissions, place the clutch slave cylinder in position on the clutch housing cast bracket ensuring that the push rod engages correctly with the clutch release arm. Screw in the two retaining bolts together with new lockwashers and tighten to the specified torque (see specifications).
41. Pass the release bearing and hub assembly through the transmission main drive shaft aperture in the clutch housing and slide it into position on the release arm fork.
42. Lower the cab as described in section 44.
4. Slacken, unscrew and remove the union adaptor from the release bearing hub. Press the bearing off the hub.
5. Slacken, unscrew and remove eleven of the twelve bolts securing the clutch housing to the engine leaving one bolt at the top. Move aside any cables or pipes that were clipped to the housing.
6. Hold the housing, slacken, unscrew and remove the final top bolt and lower the clutch housing to the floor. Remove the housing from the vehicle.
7. Remove all the asbestos clutch lining dust from the clutch housing.

Ford and Cummins V8 Diesel Engine Models

To Remove

1. Tilt the cab as described in section 44.
2. (a) On vehicles fitted with a hydraulic clutch slave cylinder slacken, unscrew and remove the two bolts securing the clutch slave cylinder to its mounting block on the clutch housing. Do not remove the push rod or the rubber boot from the slave cylinder. Withdraw the cylinder and push rod assembly from the mounting block, swing the cylinder aside and support it to prevent damage to the hydraulic fluid line.
- (b) On vehicles equipped with an air assisted clutch slave cylinder slacken, unscrew and remove the two bolts securing each trunnion in the slave cylinder mounting bracket on the clutch housing. Withdraw the two trunnions and remove the slave cylinder and the two side packing washers from the clutch housing. Swing the slave cylinder aside and support it to prevent damage to the hydraulic fluid and air lines.

NOTE: Before removing the air assisted clutch slave cylinder on vehicles with the Cummins V8 engine it may be necessary to move that part of the fuel return system adjacent to the slave cylinder upper trunnion. If this is necessary plug all open fuel lines.

3. Withdraw the clutch release bearing and hub assembly from the clutch housing via the transmission main drive shaft aperture. Slacken, unscrew and disconnect the grease lubrication pipe union nut on the release bearing hub and remove the bearing and hub assembly.

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 suitable plastic bag or envelope for disposal.

8. Slacken and unscrew the union on the release bearing grease lubrication pipe at the grease nipple end and remove the pipe.
9. Slacken, unscrew and remove the two grease nipples on the side of the housing.
10. Remove the clutch release arm rubber gaiter from the clutch housing aperture and pull it off the release arm.
11. Pull the clutch release arm to disengage it from the trunnion pivot ball and remove the arm from the housing.
12. Slacken, unscrew and remove the release arm pivot trunnion ball from the clutch housing.
13. On vehicles with the hydraulic slave cylinder slacken, unscrew and remove the two bolts securing each trunnion in the slave cylinder mounting cast bracket on the clutch housing. Withdraw the two trunnions and remove the slave cylinder mounting block.
14. Thoroughly wash and clean all component parts. Discard the old rubber gaiter and all lockwashers. Inspect all parts for excessive wear or damage. Replace all unserviceable parts with new parts.