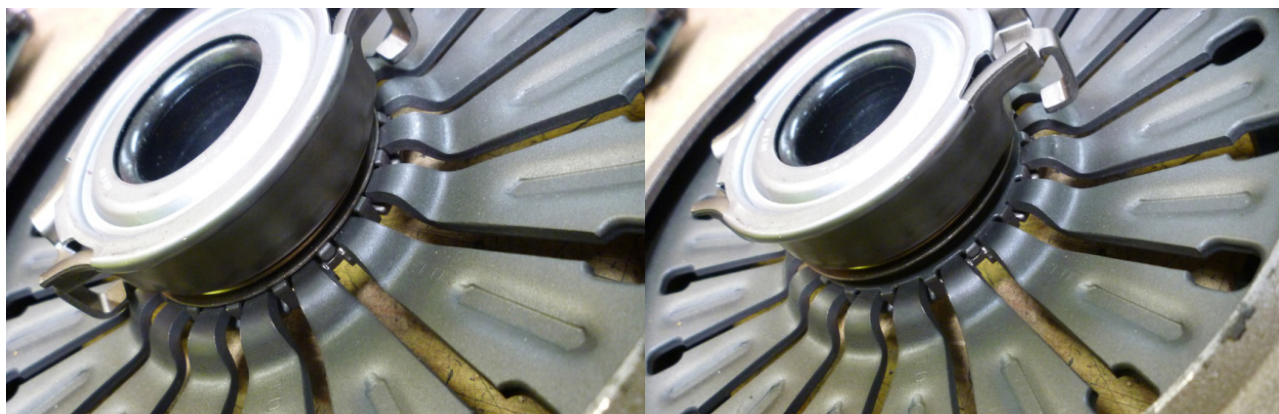




TSB - PULL01 PULL-TYPE RELEASE BEARING REMOVAL

1. In most pull type clutch designs the bearing is located by a snap ring which seats in a locking collar when the clutch is operated.



2. To remove the bearing from the cover a wedge will need to be used between the bearing and the bearing locating collar (a screwdriver can be used for this). Carefully twist the wedge so the bearing is removed on a slight angle. Removing the bearing on this angle will assist in the snap ring becoming dislodged from the locating groove.



CLUTCH TECH: Pull-Type Release Bearing Removal



youtube.com/watch?v=4u2mhhq1kKKO



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PULL-TYPE RELEASE BEARING INSTALL

DO NOT UNDER ANY CIRCUMSTANCES FIT THE RELEASE BEARING DIRECTLY ONTO THE COVER ASSEMBLY DIAPHRAGM MOUNTING RING BEFORE INSTALLATION. THIS WILL MAKE IT IMPOSSIBLE TO ENGAGE THE RELEASE BEARING MOUNTING LUGS ONTO THE CLUTCH RELEASE LEVER AND RE-ASSEMBLE THE GEARBOX ONTO THE ENGINE.

Before Fitment:

If you are re-using the clutch fork, check the contact areas for wear. If there is excessive wear evident, replace the clutch fork.

Fitment Procedure:

1. Lightly lubricate the flywheel pilot bearing, driven plate hub splines, gearbox input shaft splines, gearbox input shaft sleeve, release bearing collar and clutch release lever pivot points with grease before fitment.
2. Test-fit the driven plate on the gearbox input shaft in order to ensure that it is able to move freely, and remove all excess grease.
3. Test-fit the release bearing on the gearbox input shaft sleeve in order to ensure that it is able to move freely, and remove all excess grease.
4. Fit the release bearing onto the gearbox input shaft sleeve and clutch release lever.
5. Centralise the driven plate on the flywheel using an alignment tool.
6. Make sure that the cover assembly is correctly positioned on the flywheel dowel pins before tightening the mounting bolts, in order to prevent distortion of the cover assembly.
7. Tighten the cover assembly mounting bolts progressively in diagonal sequence in order to prevent distortion of the cover assembly, and tighten the mounting bolts according to the torque specifications in the workshop repair manual.
8. Mate the gearbox to the engine carefully aligning the input shaft.

Note: Do not let the gearbox hang from the input shaft unsupported. This can result in damaging the friction disc and/ or input shaft.

9. Put a few bellhousing bolts in to support the gear box.
10. Operate the fork by hand until you feel the bearing clip in. The fork should be easy to move initially and then get hard once clipped in.
11. Mount the Slave cylinder, adjust clutch release mechanism and bleed the clutch system. Operate the clutch a few times to ensure the bearing is properly clipped in and then test for release before re-fitting the rest of the car.

LEADING BRANDS

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AU site: australianclutch.com.au
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