

SPEC

CLUTCHES & FLYWHEELS

<p>When trouble-shooting the clutch system always check:</p> <ol style="list-style-type: none"> 1) Motor mounts 2) Transmission mounts 3) Check for oil leaks <ol style="list-style-type: none"> a. Engine Rear Main Seal b. Transmission Front Bearing retainer 4) All clutch linkage 	<p>When installing the new clutch, Do the following:</p> <ol style="list-style-type: none"> 1) Resurface Flywheel 2) Replace release bearing 3) Replace pilot bearing or bushing 4) Make sure clutch disc is installed properly - Clutch disc is marked "Flywheel Side" 5) Break-in clutch
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<p>Clutch Chatter</p> <ul style="list-style-type: none"> • Resurface Flywheel • Worn pilot bearing/bushing • Burrs on Pilot Shaft • Bent clutch disc • Improper pedal adjustment • Misalignment of clutch and transmission • Bell housing misalignment • Clutch not broken in 	<p>Clutch Slips</p> <ul style="list-style-type: none"> • Grease on clutch facing • Too little pedal free travel • Bent clutch linkage • Transmission out of alignment • Glazed clutch facing 	<p>Clutch Drags – No Release</p> <ul style="list-style-type: none"> • Air in hydraulic system • Defective release bearing • Bent clutch disc • Defective master cylinder • Worn pilot shaft
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NOTICE: This unit has been set according to OEM specifications. Lever/diaphragm fingers may appear uneven in current position, but will be level when bolted to flywheel.