



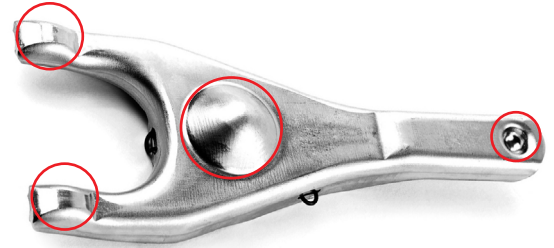
CLUTCHTECH



TSB-301 Release Mechanism Wear

When changing the clutch in these vehicles, it's important to check **ALL** aspects of the clutch release system for wear/damage before re-installing the transmission into the vehicle.

Remove and inspect the clutch fork. Check over the entire fork for wear/cracks/damage with extra focus on the constant contact areas (pivot ball, slave cylinder and thrust bearing contact points). It may require cleaning to be properly inspected. If there is any damage or significant wear present, it's highly recommended to replace the fork.

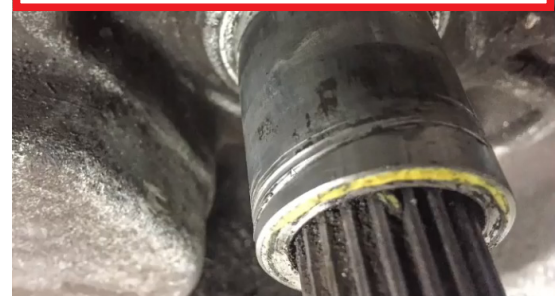


Remove and inspect the pivot ball. The ball should have an even, round profile. If it appears "squashed" or is cracked, it should be disposed of and replaced with a new one. It's good practice to replace the fork and ball together due to the labour intensive process of removing the transmission.



Inspect the snout of the transmission where the bearing slides. If there are deep gouges, burrs or any other damage, it is imperative that this gets rectified before the transmission is re-installed. If the damage is enough to effect the operation of the bearing, a new transmission may be required as the snout is part of the housing on these transmissions and is not replaceable.

Example of a Damaged Transmission Snout



The pedal box and pedal arms should also be inspected as they are often prone to cracking/breaking but regularly over-looked when clutch issues arise. Carefully inspect the pedal box, surrounding fire-wall, pedal arms and pedal pivot points for any sign of damage or excessive movement. Any excess deflection in the pedal box will affect the operation of the clutch.

Broken Clutch Cable Mount on Pedal Box



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