



# CLUTCHTECH



## TSB-GM02

### Hard Clutch Pedal Action & Clutch Cable Failure Problems

Applies to ClutchPro kits:  
KGM22002 (NISSAN PULSAR/HOLDEN ASTRA)

Investigation of hard clutch pedal action and clutch cable failure problems in Nissan Pulsar, Langley, EXA, Sentra and Sabre vehicles has shown that these problems are caused by excessive clutch release mechanism wear in the vehicle which is not repaired before the new clutch is fitted.

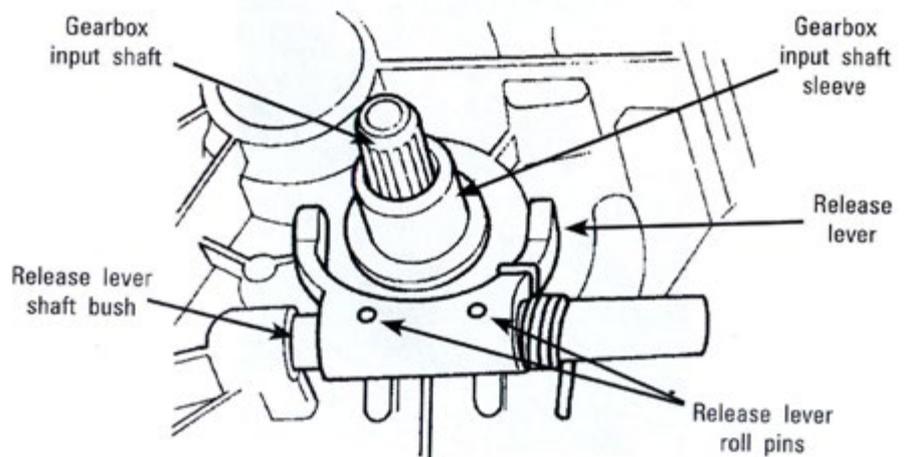
When fitting a clutch to these vehicles the gearbox input shaft sleeve, clutch release lever, clutch release shaft and pedal assembly should be dismantled and carefully inspected for wear or damage, and any worn parts should be replaced with new parts.

The gearbox input shaft sleeve should be carefully inspected for scoring and grooving which will prevent the release bearing from operating freely on the input shaft sleeve. Minor scoring and grooving may be removed by using a fine abrasive paper to restore a smooth surface to the input shaft sleeve. However, deep scoring or grooving will require replacement of the gearbox bellhousing as the input shaft sleeve is an integral part of the gearbox bellhousing casting and cannot be separated from the bellhousing.

The clutch release lever should be separated from the clutch release shaft by driving out the two release lever securing roll pins and pulling the release shaft upwards out of the bellhousing. The release lever should be replaced if the release bearing pivot points are worn flat or worn unevenly. The release lever shaft should be carefully inspected for wear or rusting, and replaced if worn. The release lever shaft bushes in the bellhousing should be properly cleaned to remove all hardened dirt and lubricated with grease before refitting the release shaft. The bellhousing should be replaced if the release lever shaft bush locations are worn excessively as excessive release lever play in the bushes will cause clutch non-release and hard pedal action problems. The release lever and release shaft should always be reassembled with new roll pins. The firewall of the vehicle should be carefully inspected for cracks or distortion in the area where the clutch cable passes through to the clutch pedal as crack damage causes flexing of the firewall, resulting in non-release, hard pedal action and clutch cable failure problems. Any damage to the firewall should be properly repaired by reinforcing with a suitable steel plate in order to prevent further flexing.

The clutch cable should always be replaced with an original Nissan part in order to prevent hard clutch pedal action problems. The clutch cable is a wearing part and should be renewed with every clutch replacement as it is not possible to inspect a worn clutch cable visually with any accuracy. It has been found that most aftermarket replacement clutch cables available for these vehicles are poorly manufactured and become extremely stiff after a short period of operation in the vehicle.

Please refer to this bulletin when fitting a new clutch to these vehicles as clutches returned to ClutchPro with complaints of hard clutch pedal action are not acceptable as warranty claims.



Information  
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