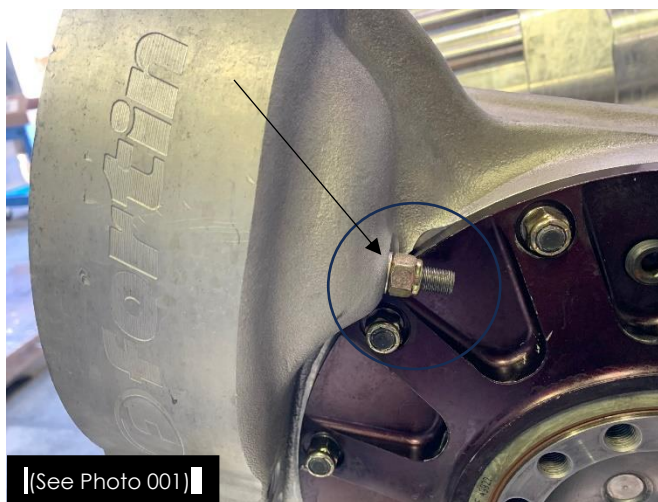


The rod into the bell housing is attached to the fork by a heim joint/ rod end. It is only removable if you can get a wrench into the opening in the bell housing and unscrew it. The rod end on the left side of the fork is the one you can see coming out of the bell housing on the other side of the trans with a nut on it.



The rod length and throw out bearing height needs to be set before the engine is installed. Small adjustments can be made to the rod after engine installation to allow for disc wear. The procedure to set it is below. The flywheel and clutch need to be installed onto the engine. (See Photo 001)

First step is to measure the distance from the pressure plate fingers where the release bearing contacts them to the engine adapter plate surface where the bell housing seats. Use a straight edge and calipers for this. Keep in mind that sometimes the pressure plate fingers are below the surface your "straight edge" will be sitting on. You'll have to subtract this distance from your total distance if this is the case.

Next remove the slave cylinder from the gear box so the release bearing fork arm can be pushed all the way back until it contacts the bell housing. Lay the straight edge across the bell housing and measure the distance with your calipers from the bell housing face to the contact point of the release bearing. The bearing is normally crowned so make sure you measure to the high point of the crown. This dimension needs to be .100"-.150"(2.54mm-3.81mm) more than the pressure plate to adapter plate dimension. **Adding** washers under the rod end fixed to the bell housing will reduce the gap. If you need to add space, you'll need to countersink the hole the fixed rod end goes through. The ultimate goal is to keep the push rod as short as possible while achieving the .100"-.150" air gap. This will help prevent the rod end on the push rod inside the bell housing from contacting the pressure plate when you push in the clutch pedal.

Normal DOT3 or DOT4 brake fluid works fine.

We are dealers for Kennedy and Tilton if you have either of these. We keep the throw out bearings in stock. The flywheel and pressure plate will need to be inspected when disassembled to determine their condition. If they're marginal, I



would recommend resurfacing/ replacing while the engine is already out. We don't do resurfacing here.

Cost and lead time will depend on clutch manufacturer. Usually we can get replacement parts in a week or so.