TECH BULLETINS

TSB - HD01

CLUTCHTECH

TSB - HD01

Hyundai pull type clutch

Certain Hyundai pull type clutches require particular removal and refitting instructions to ensure that the release bearing is seated correctly in the clutch fork and pressure plate. Failure to follow these instructions may result in the release bearing not engaging with the clutch correctly.

Removal of existing clutch assembly:

1. Loosen the release lever nut and washer.
2. Remove the clevis pins and snap ring from the slave cylinder.
3. Loosen the bolts attached to the slave cylinder and remove the slave cylinder.
4. Remove the release lever from the cross shaft.
5. Remove the gearbox after removing all the bolts connecting the gearbox assembly and engine.

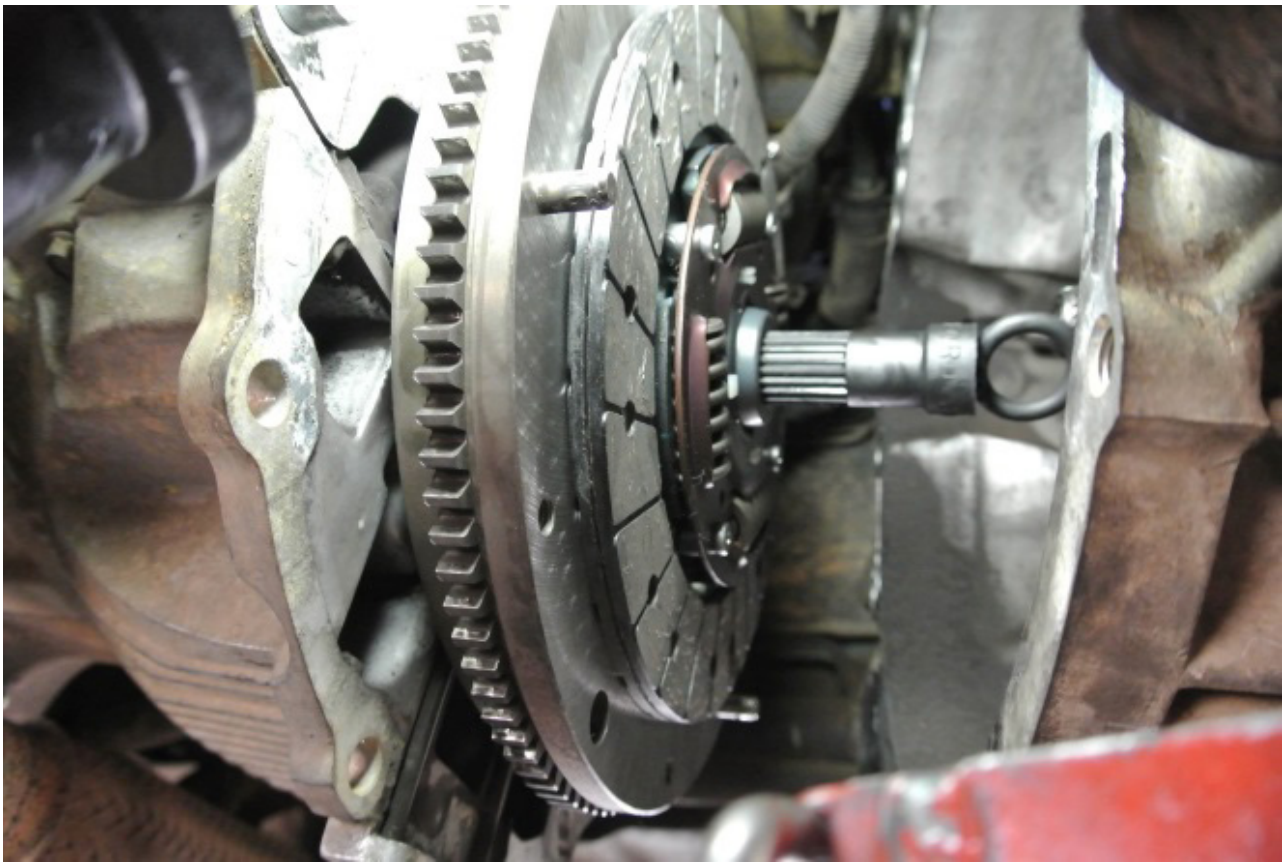
Note: The release bearing will stay attached to the pressure plate on removal of the gearbox if 1-4 are followed correctly.

6. Loosen the pressure plate bolts ¼ turn at a time in a circular motion.

Installation of new clutch assembly:

Caution: Do not assemble the bearing on the cover assembly before installing.

1. Using brake cleaner, clean the inside of the bellhousing of any clutch dust and grease. Also clean the gearbox input shaft and fork, flywheel and any other necessary components, removing built up deposits of clutch dust and grease.
2. Apply fresh spline grease to the gearbox input shaft, nose cone and any other wear points such as the release fork contacts. Slide the disc over the input shaft spline, rotating and refitting the disc in multiple positions to distribute the spline grease evenly over the input shaft spline. Wipe off any excess spline grease built up at either end of the input shaft spline. Follow the same procedure for the release bearing and nose cone.
3. Using an alignment tool, install the new disc and clutch cover assembly to the flywheel. To avoid damaging the new clutch cover, tighten the bolts ¼ turn at a time in a circular motion, removing and refitting the alignment tool often to ensure that the disc is still central to the gearbox input shaft. Torque the clutch cover bolts to 20Nm/15ft-lbs.



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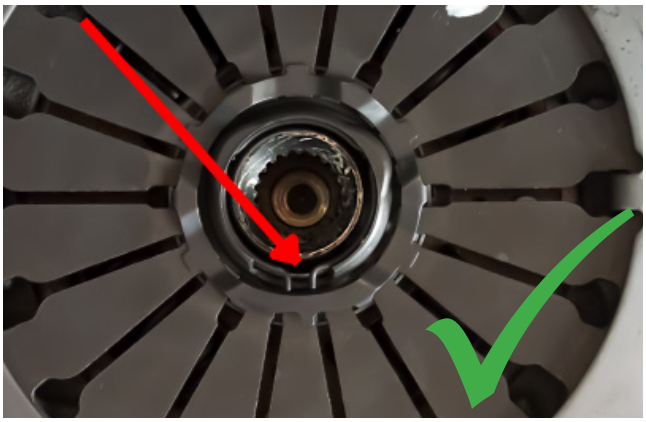
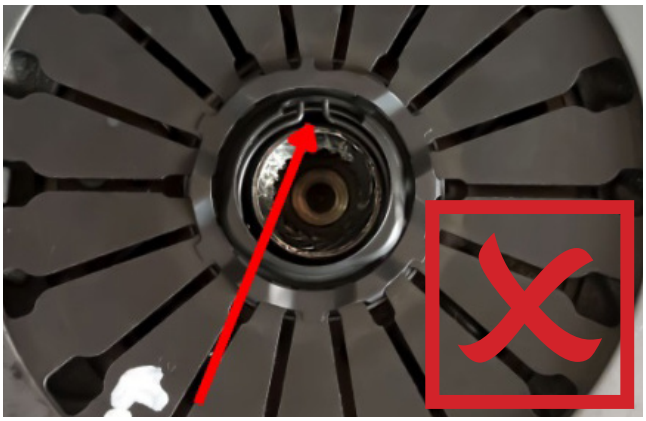
4. Ensure that the pressure plate clip is aligned as per the below photos



This picture shows the CORRECT way of fitment

In this picture it shows the open section of the release bearing clip positioned at the **bottom**. This allows the new release bearing to be fitted without obstruction.



This picture shows the INCORRECT way of fitment

In this picture it shows the open section of the release bearing clip positioned at the **top**. In this position, the release bearing clip can drop down and cover the fitment ring opening, obstructing the bearing from clicking into its correct position.

5. Align the bearing to the release fork and then install it onto the gearbox nose cone.

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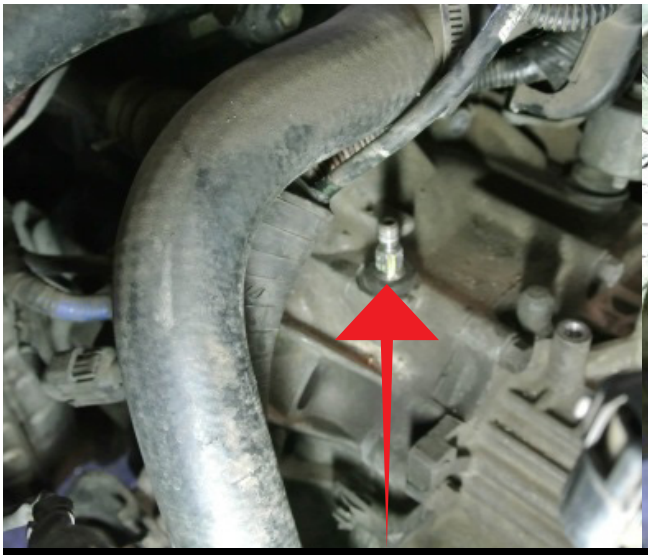
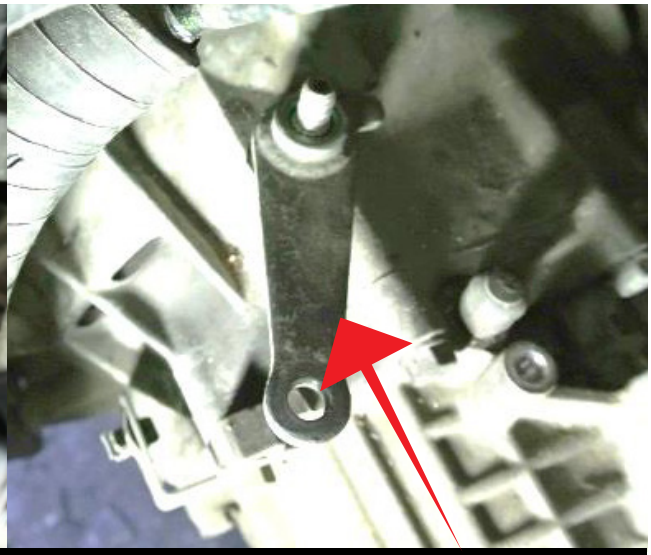
6. Install the release lever onto the release shaft.



RELEASE SHAFT

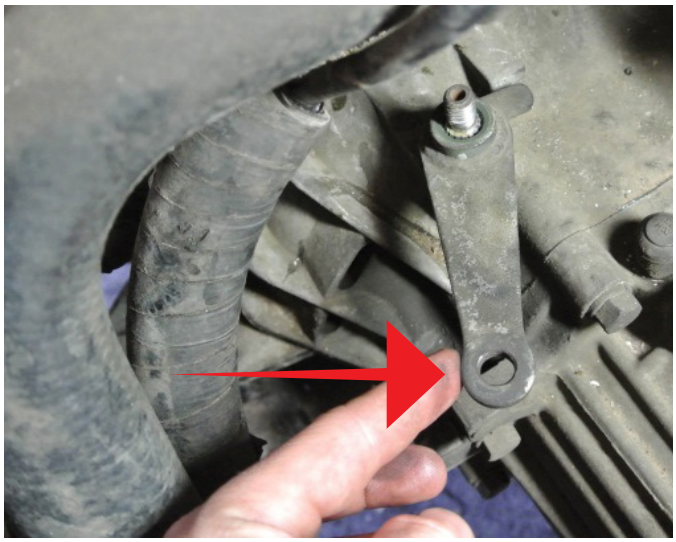


RELEASE LEVER

Caution: If the gearbox is installed without doing this step the release bearing can separate from the clutch fork

7. Install the gearbox onto the engine being careful not to hang the gearbox on the disc.

8. After finishing step 7, push the release lever towards the slave cylinder (illustrated below) to engage the release bearing in the cover assembly.
9. Install the slave cylinder, clevis pin and snap ring on the release lever.
10. Before completing the assembly of the vehicle check the pedal operation to ensure that the bearing has seated correctly. If the release range at the pedal is over 75mm it is a symptom of the release bearing and clutch not engaging correctly. To overcome this, push the release lever towards the slave cylinder again.



For further support, please contact your distributor and/or visit our website.

AU site: australianclutch.com.au
US site: xclutchusa.com