

Mitsubishi and Hyundai Pivot Ball / Fork Wear

Ref: TNN

Issue date: 13 Dec 2004

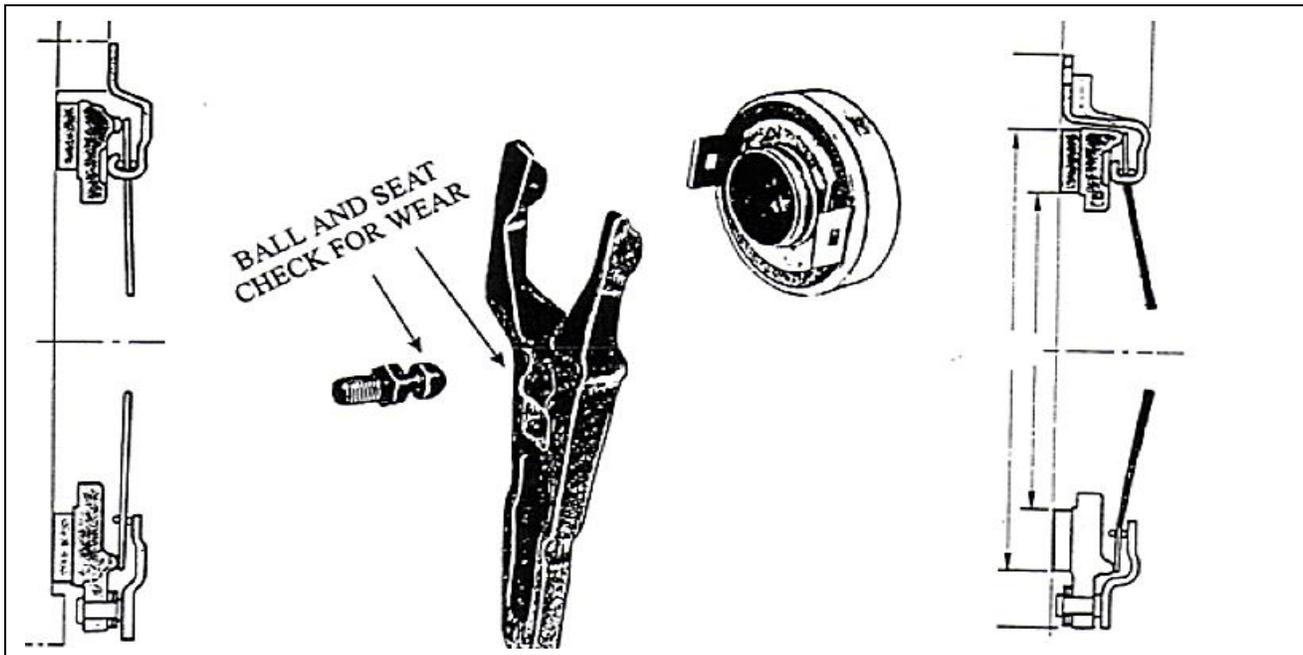
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DO IT ONCE**READ THIS BEFORE FITTING CLUTCH.**

1. Clean and degrease bell-housing. Ensure clutch bearing nose cone tube slide is not worn. If worn, this must be replaced or re-sleeved to avoid pedal graunch and notchy feel when new clutch installed.
2. Check clutch fork pivot ball for wear.

NOTE: The clutch fork in this model vehicle is made of cast iron and is prone to wear due to the fine adjustment required to disengage the clutch. If any wear is noted, it is advised that the clutch fork and ball be replaced or, to counteract wear, fit a 2mm space washer behind the pivot ball.

3. Ensure you do not over-stroke the release mechanism travel required to disengage the clutch as the diaphragm and thrust bearing will foul on the hub spline boss and clutch disc side plate. This will also cause disengagement problems.



Torque down new clutch to flywheel.
 Note parallel position of diaphragm.
 Correct bearing displacement is required
 to disengage the clutch

The diaphragm position of the worn clutch is
 always higher than that of a new clutch. A worn
 pivot ball/throw-out fork would not be detected
 as the fork would not foul bell-housing window.