TECH NOTE N

ISSUE DATE: 13-Dec -04
EXEDY REF: N
REVISED: 15-Aug-05

MITSUBISHI / HYUNDAI
PIVOT BALL / FORK WEAR

DO IT ONCE

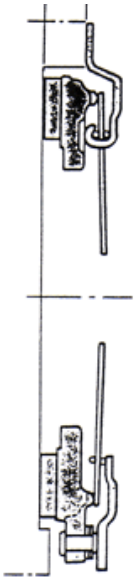
READ THIS BEFORE FITTING CLUTCH.

1. Clean and degrease bellhousing. Ensure clutch bearing nose cone tube slide is not worn. If worn, this must be replaced or resleeved to avoid pedal graunch and notchy feel when new clutch installed.

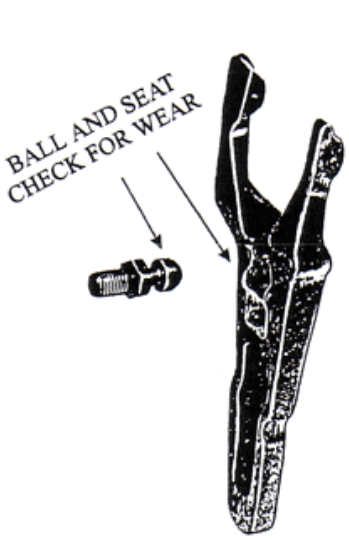
2. Check clutch fork pivot ball for wear.

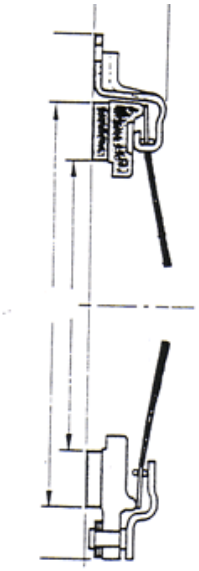
NOTE: The clutch fork in this model vehicle is made of cast iron and is prone to wear due to the fine adjustment required to disengage the clutch. If any wear is noted, it is advised that the clutch fork and ball be replaced or, to counteract wear, fit a 2mm space washer behind the pivot ball.

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.



New Clutch Torqued down 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 newly installed clutch.
A worn pivot ball/throwout fork would not be detected. The fork would not foul the bell housing window.

EXEDY AUSTRALIA PTY LTD

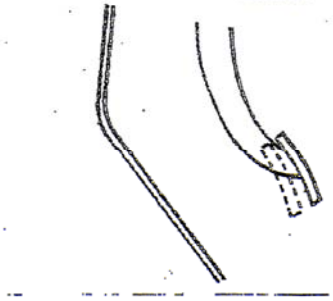
TECH NOTE N

ISSUE DATE: 13-Dec -04
EXEDY REF: N
REVISED: 15-Aug-05

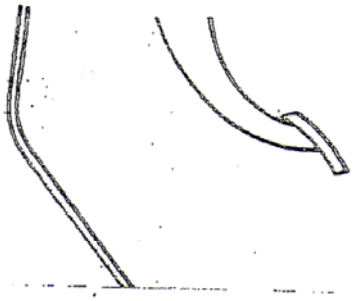
MITSUBISHI / HYUNDAI
PIVOT BALL / FORK WEAR

Specifications:	Pedal Play	*6 – 13mm*	(Drawing A)
Pedal Height:	Clutch engaged	*173 – 178mm*	(Drawing B)
	Clutch disengaged	*55mm or more*	(Drawing C)

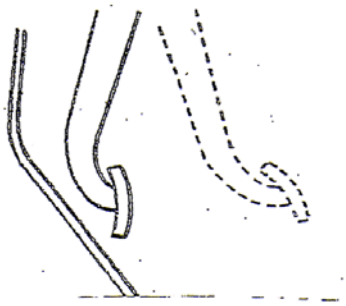
Drawing A: ⇨ PEDAL PLAY



Drawing B ⇨ CLUTCH ENGAGED



Drawing C ⇨ CLUTCH DISENGAGED



www.exedy.com.au

EXEDY AUSTRALIA PTY LTD