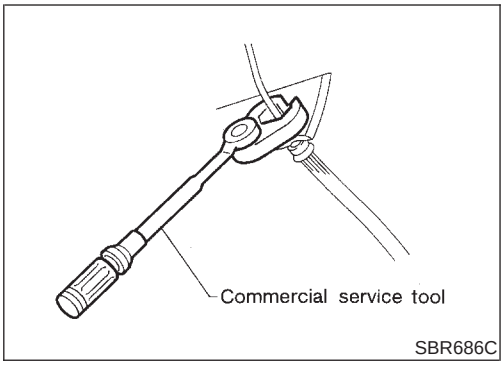
CLUTCH

SECTION CL

CONTENTS



Precautions

NCCL0001

- **Recommended fluid is brake fluid “DOT 3”.**
- **Do not reuse drained brake fluid.**
- **Be careful not to splash brake fluid on painted areas.**
- **When removing and installing clutch piping, use Tool.**
- **Use new brake fluid to clean or wash all parts of master cylinder, operating cylinder and clutch damper.**
- **Never use mineral oils such as gasoline or kerosene. It will ruin the rubber parts of the hydraulic system.**

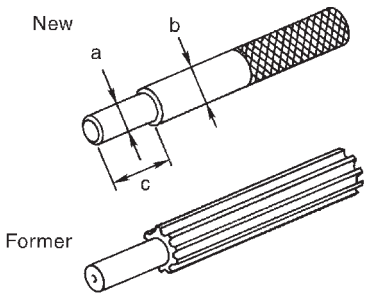
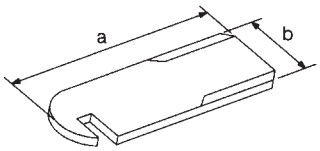
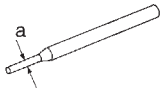
WARNING:

After cleaning clutch disc, wipe it with a dust collector. Do not use compressed air.

Special Service Tools

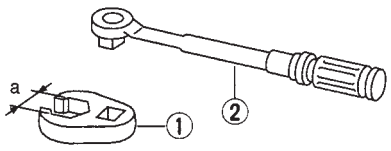
NCCL0002

The actual shapes of Kent-Moore tools may differ from those of special service tools illustrated here.

Tool number (Kent-Moore No.) Tool name	Description	
KV30101600 (New) KV30101000 (Former) (J33213) Clutch aligning bar	 NT641	Installing clutch cover and clutch disc **a: 15.9 mm (0.626 in) dia.** **b: 17.9 mm (0.705 in) dia.** **c: 40 mm (1.57 in)**
ST20050240 (—) Diaphragm spring adjusting wrench	 NT404	Adjusting unevenness of diaphragm spring of clutch cover **a: 150 mm (5.91 in)** **b: 25 mm (0.98 in)**
KV32101000 (J25689-A) Pin punch	 NT410	Removing and installing spring pin **a: 4 mm (0.16 in) dia.**

Commercial Service Tools

NCCL0003

Tool name	Description	
1 Flare nut crowfoot 2 Torque wrench	 NT360	Removing and installing clutch piping **a: 10 mm (0.39 in)**

NVH Troubleshooting Chart

NCCL0004S01

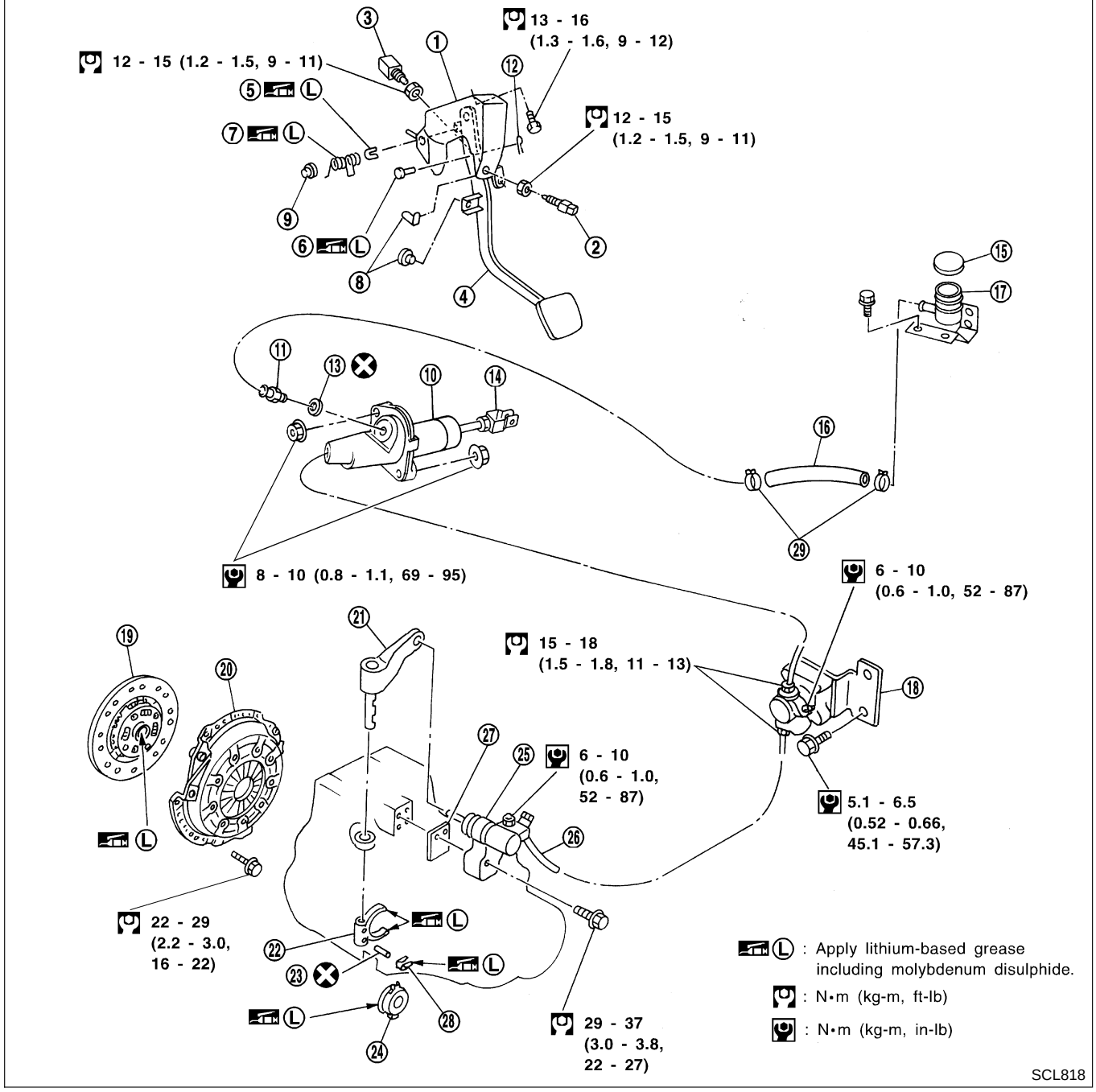
Use the chart below to help you find the cause of the symptom. The numbers indicate the order of inspection. Check each part in order. If necessary, repair or replace these parts.

Reference page		CL-6	CL-7	CL-8	CL-13	Refer to EM-55.	CL-16	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19	CL-19
SUSPECTED PARTS (Possible cause)		CLUTCH PEDAL (Free play out of adjustment)	CLUTCH LINE (Air in line)	MASTER CYLINDER PISTON CUP (Damaged)	OPERATING CYLINDER PISTON CUP (Damaged)	ENGINE MOUNTING (Loose)	RELEASE BEARING (Worn, dirty or damaged)	CLUTCH DISC (Out of true)	CLUTCH DISC (Runout is excessive)	CLUTCH DISC (Lining broken)	CLUTCH DISC (Dirty or burned)	CLUTCH DISC (Oily)	CLUTCH DISC (Worn out)	CLUTCH DISC (Hardened)	CLUTCH DISC (Lack of spline grease)	DIAPHRAGM SPRING (Damaged)	DIAPHRAGM SPRING (Out of tip alignment)	CLUTCH COVER (Distortion)	FLYWHEEL (Distortion)
Symptom	Clutch grabs/chatters					1			2			2	2	2			2		
	Clutch pedal spongy		1	2	2														
	Clutch noisy						1												
	Clutch slips	1										2	2			3		4	5
	Clutch does not disengage	1	2	3	4			5	5	5	5	5			5	6	6	7	

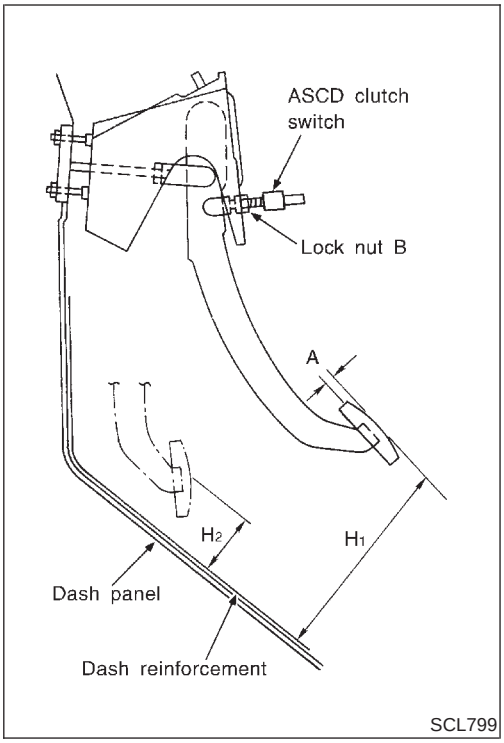
Components

NCCL0005

SEC. 300•305•306•465



1. Clutch pedal bracket
2. ASCD clutch switch
3. Clutch interlock switch
4. Clutch pedal
5. Bush
6. Clevis pin
7. Assist spring
8. Stopper rubber
9. Bush
10. Clutch master cylinder
11. Nipple
12. Snap pin
13. Seal
14. Clevis
15. Reservoir cap
16. Hose
17. Reservoir tank
18. Clutch damper
19. Clutch disc
20. Clutch cover
21. Withdrawal lever
22. Clutch lever
23. Spring pin
24. Release bearing
25. Operating cylinder
26. Clutch hose
27. Spacer
28. Release bearing spring
29. Hose clamp



SCL799

Inspection and Adjustment

NCCL0006

ADJUSTING CLUTCH PEDAL

NCCL0006S01

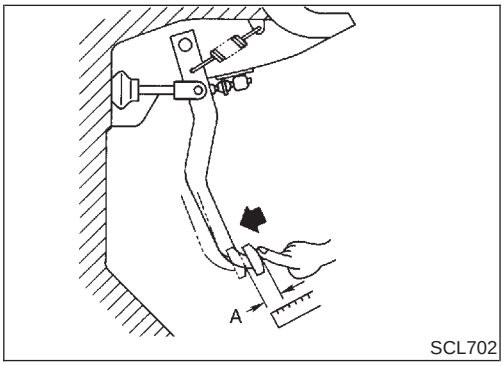
Pedal Height

NCCL0006S0101

1. Verify that clutch pedal height "H_1" is within specification.

- Measure distance between the upper surface of dash reinforcement and pedal.

Pedal height "H_1":
158 - 168 mm (6.22 - 6.61 in)

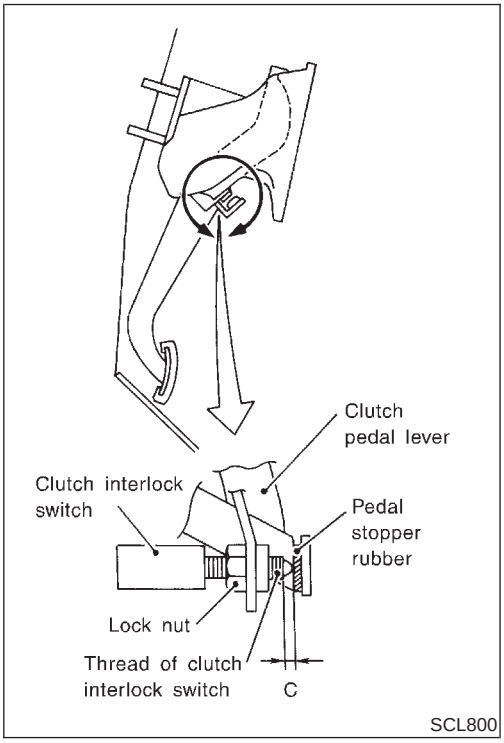


SCL702

2. Adjust pedal free play with master cylinder push rod. Then tighten lock nut.

Pedal free play "A":
9 - 16 mm (0.35 - 0.63 in)

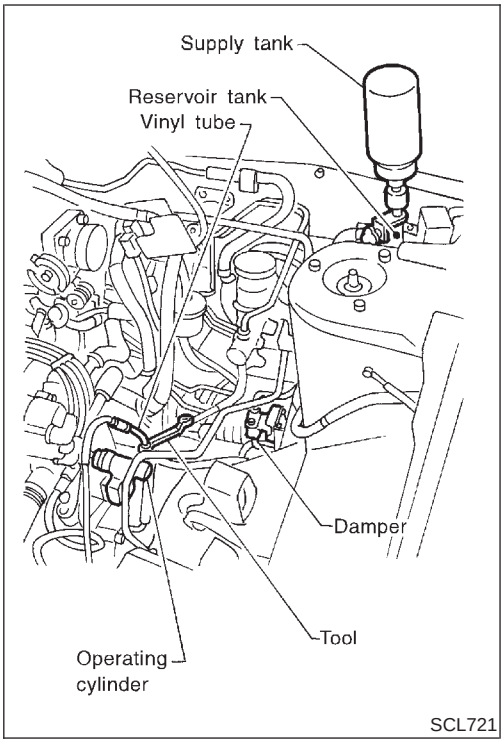
- Push or step on clutch pedal until resistance is felt, and check the distance the pedal moves.



SCL800

3. Adjust clearance "C" shown in the figure while fully depressing clutch pedal fully.

Clearance C:
0.1 - 1.0 mm (0.004 - 0.039 in)



BLEEDING PROCEDURE

NCCL0006S02

1. Bleed air from clutch damper according to the following procedure.

- **Carefully monitor fluid level at master cylinder during bleeding operation.**

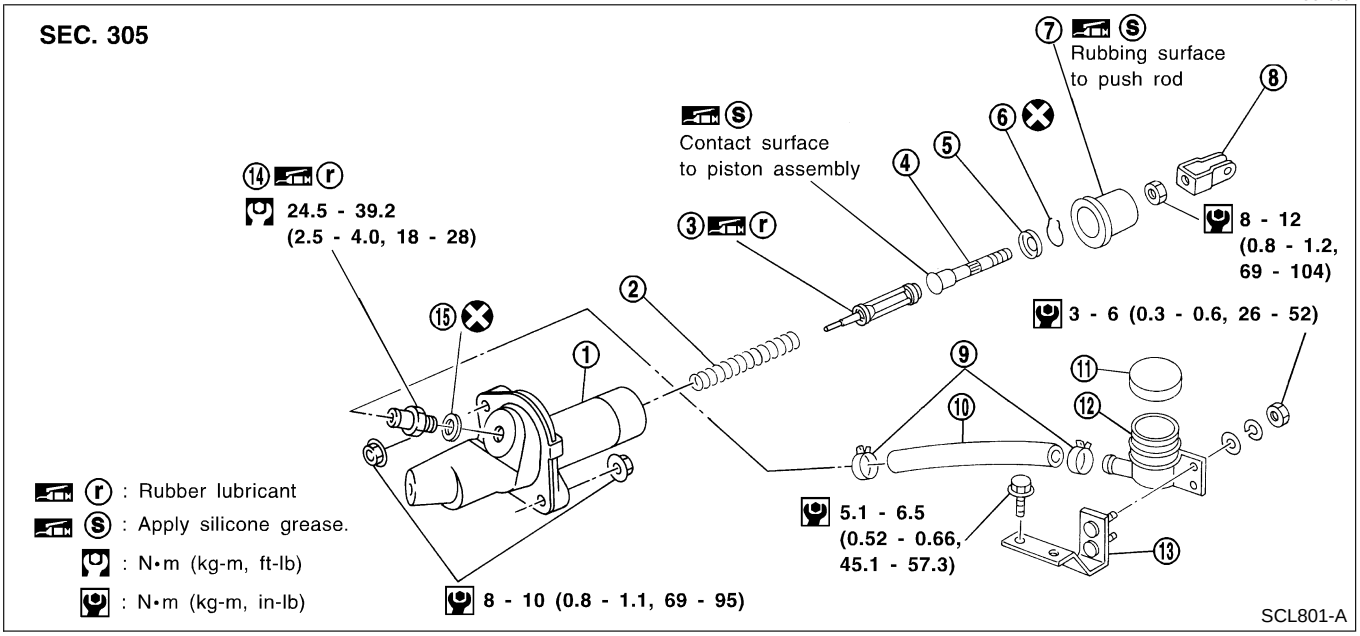
a. Top up reservoir with recommended brake fluid.
b. Connect a transparent vinyl tube to air bleeder valve.
c. Slowly depress the clutch pedal to its full stroke and release it completely. Repeat this operation several times at 2 to 3 seconds intervals.
d. Open the air bleeder with the clutch pedal fully depressed.
e. Close the air bleeder.
f. Release the clutch pedal and wait at least 5 seconds.
g. Repeat steps c through f mentioned above, then air bleeds will no longer appear at the damper in the brake fluid.

2. Bleed air from clutch operating cylinder according to the above procedure.
3. Repeat the above bleeding procedure 1 and 2 several times.

Air bleeder valve tightening torque:
: 6 - 10 N·m (0.6 - 1.0 kg-m, 52 - 87 in-lb)

Components

NCCL0007



1. Clutch master cylinder
2. Return spring
3. Piston assembly
4. Push rod
5. Stopper
6. Stopper ring
7. Dust cover
8. Clevis
9. Hose clamp
10. Hose
11. Reservoir cap
12. Reservoir tank
13. Bracket
14. Nipple
15. Seal

Removal

NCCL0008

1. Drain brake fluid.

CAUTION:

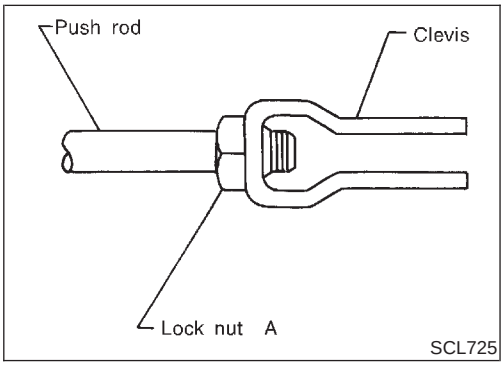
Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

2. Remove clutch tube using a flare nut wrench.
3. Remove snap pin between clutch pedal and push rod, and remove clevis pin.
4. Unscrew master cylinder assembly mounting nuts and reservoir tank bracket mounting bolts to remove master cylinder assembly from vehicle.

Installation

NCCL0009

1. Connect clutch tube to master cylinder assembly, and hand-tighten flare nut.
2. Install master cylinder assembly to vehicle, and tighten mounting nuts to the specified torque.
   : 8 - 10 N·m (0.8 - 1.1 kg-m, 69 - 95 in-lb)
3. Tighten reservoir tank bracket mounting bolts.
   : 5.1 - 6.5 N·m (0.52 - 0.66 kg-m, 45.1 - 57.3 in-lb)
4. Tighten clutch tube flare nut using a flare nut torque wrench.
   : 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)
5. After installing clevis pin, install snap pin to connect clutch pedal to push rod.
6. After finishing the operation, bleed air from clutch piping. (Refer to “Bleeding Procedure”, CL-7.)



Disassembly

NCCL0010

1. Loosen push rod lock nut A to remove clevis and lock nut A.
2. Remove dust cover.
3. Remove stopper ring and stopper, and remove push rod from cylinder body. During removal, keep push rod depressed, to prevent piston inside master cylinder from popping out.
4. Remove piston assembly from cylinder body.

Inspection

NCCL0011

Inspect for the following, and replace parts if necessary.

- Damage, wear, rust, and pinholes on the cylinder inner wall
- Damage and deformation of the reservoir tank
- Weak spring
- Crack and deformation of the dust cover

Assembly

NCCL0012

1. Apply rubber lubricant to the sliding part of piston assembly, and insert piston assembly.
2. After installing stopper to push rod, install stopper ring while keeping piston assembly depressed by hand, so that piston assembly will not pop out.

CAUTION:
Stopper ring cannot be reused. Always use a new stopper ring for assembly.

3. Install dust cover.

Assembly (Cont'd)

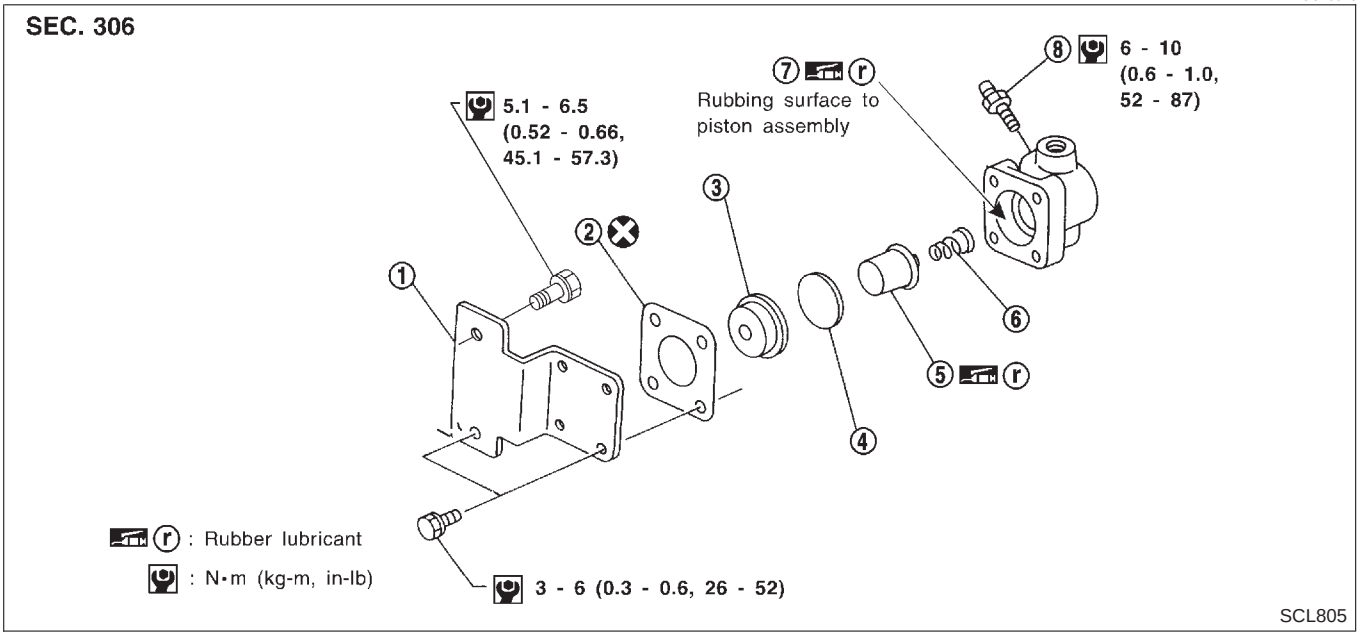
4. Install clevis to push rod, and tighten lock nut A to the specified torque.

   : 8 - 12 N·m (0.8 - 1.2 kg-m, 69 - 104 in-lb)

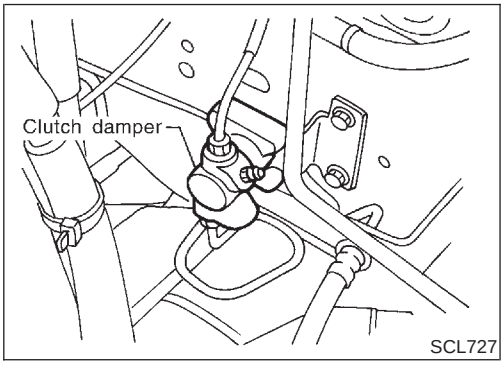
5. Install seal and nipple to cylinder body, and install spring pin using a pin punch.

Components

NCCL0013



1. Damper bracket
2. Gasket
3. Damper rubber
4. Plate
5. Piston assembly
6. Spring
7. Cylinder
8. Air bleeder



Removal

NCCL0014

1. Remove fuel filter bracket.
2. Drain brake fluid.

CAUTION:

Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

3. Remove clutch tube using a flare nut wrench.
4. Remove mounting bolts, and remove damper assembly from vehicle.

Disassembly

NCCL0015

1. Remove damper assembly mounting bolts.
2. Remove gasket, damper rubber, plate, piston assembly, and piston spring from cylinder body.

Inspection

NCCL0016

Inspect cylinder inner wall for damage, wear, rust, and pinholes, and piston cup and damper rubber for deformation. Replace if necessary.

Assembly

NCCL0017

1. Clean gasket contact surface on cylinder body and damper bracket with scrapers.

CAUTION:

Be careful not to scratch the contact surface.

2. Apply rubber lubricant to sliding part of piston assembly and the entire inner surface of cylinder. Install piston spring, piston cup, piston assembly, damper plate, and damper rubber to cylinder body.

CAUTION:

Piston assembly cannot be reused.

3. Install gasket and damper bracket, and tighten mounting bolts to the specified torque.

: 3 - 6 N·m (0.3 - 0.6 kg-m, 26 - 52 in-lb)

Installation

NCCL0018

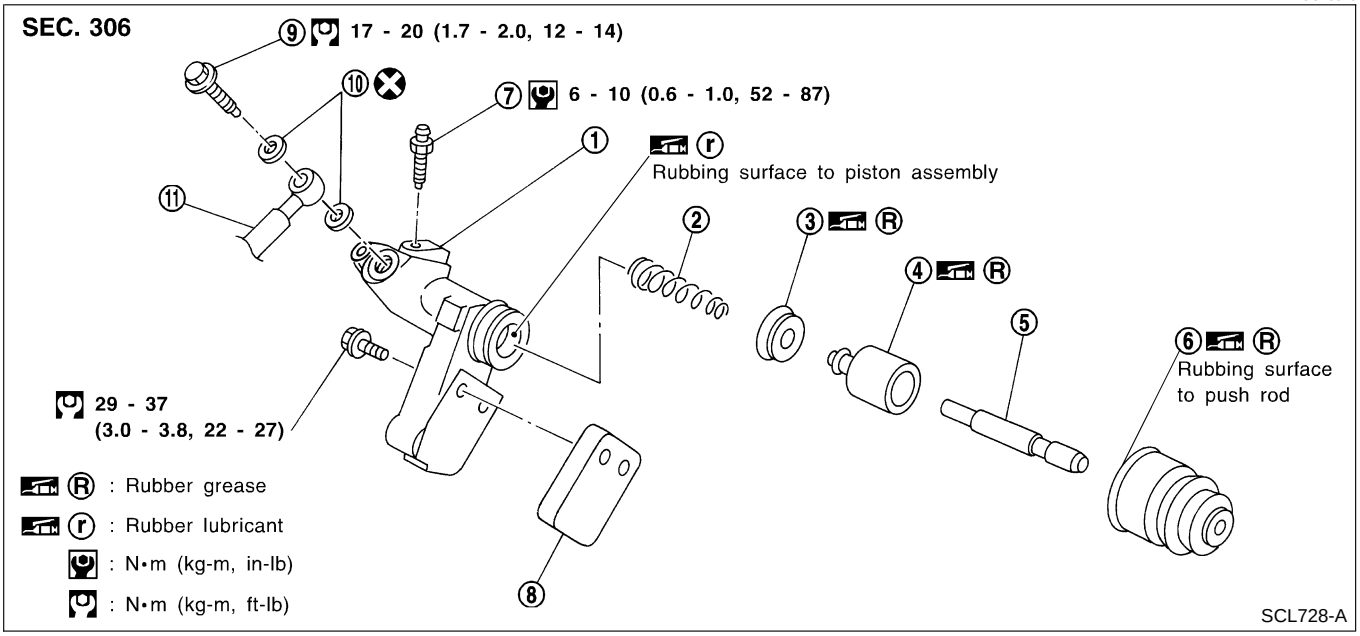
1. Install clutch tube, and hand-tighten flare nut until it stops.
2. Install damper assembly to vehicle.
3. Tighten flare nut to the specified torque using a flare nut torque wrench.

: 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)

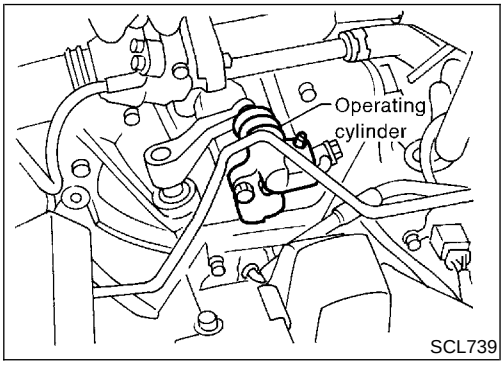
4. After finishing the operation, bleed air from clutch piping. (Refer to “Bleeding Procedure”, CL-7.)

Components

NCCL0019



1. Cylinder body
2. Piston spring
3. Piston cup
4. Piston
5. Push rod
6. Dust cover
7. Air bleeder
8. Spacer
9. Union bolt
10. Copper washer
11. Clutch hose



Removal

NCCL0020

1. Drain brake fluid.

CAUTION:

Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

2. Remove union bolt and clutch hose from operating cylinder.
3. Remove operating cylinder mounting bolts, and remove cylinder from vehicle.

Disassembly

NCCL0021

Remove dust cover, and remove piston assembly from cylinder body.

Inspection

NCCL0022

Inspect for following, and replace parts if necessary.

- Damage, foreign material, wear, rust, and pinholes on the cylinder inner surface, piston, and sliding part of piston cup
- Weak spring
- Crack and deformation of dust cover

Assembly

NCCL0023

1. Apply recommended rubber grease to piston cup and piston, and insert piston assembly.
2. Install dust cover.

Installation

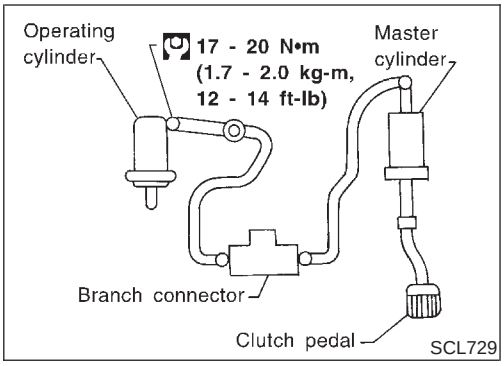
NCCL0024

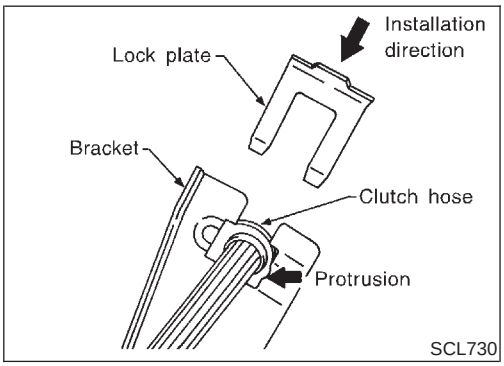
Install the components in the reverse order of removal. Adhere to the operations described below.

CAUTION:

Install the hose without twisting it.

- **The copper washer of the union bolt should not be reused. Always use a new copper washer for installation.**
- **After finishing the operation, bleed air from the clutch piping. Refer to “Bleeding Procedure”, CL-7.**





Removal

NCCL0025

1. Remove fuel filter mounting bracket.
2. Remove air cleaner and air duct.
3. Drain brake fluid.

CAUTION:

Be careful not to splash brake fluid on painted areas; it may cause paint damage. If brake fluid is splashed on painted areas, wash it away with water immediately.

4. Remove flare nut using a flare nut wrench.
5. Remove clutch hose and clutch tube.

Installation

NCCL0026

1. When installing clutch hose to bracket, face lock plate in the correct direction as shown to secure clutch hose.

CAUTION:

Install clutch hose without twisting or bending it.

2. Tighten flare nut to the specified torque, using a flare nut wrench.

   : 15 - 18 N·m (1.5 - 1.8 kg-m, 11 - 13 ft-lb)

CAUTION:

Be careful not to damage flare nut and clutch tube.

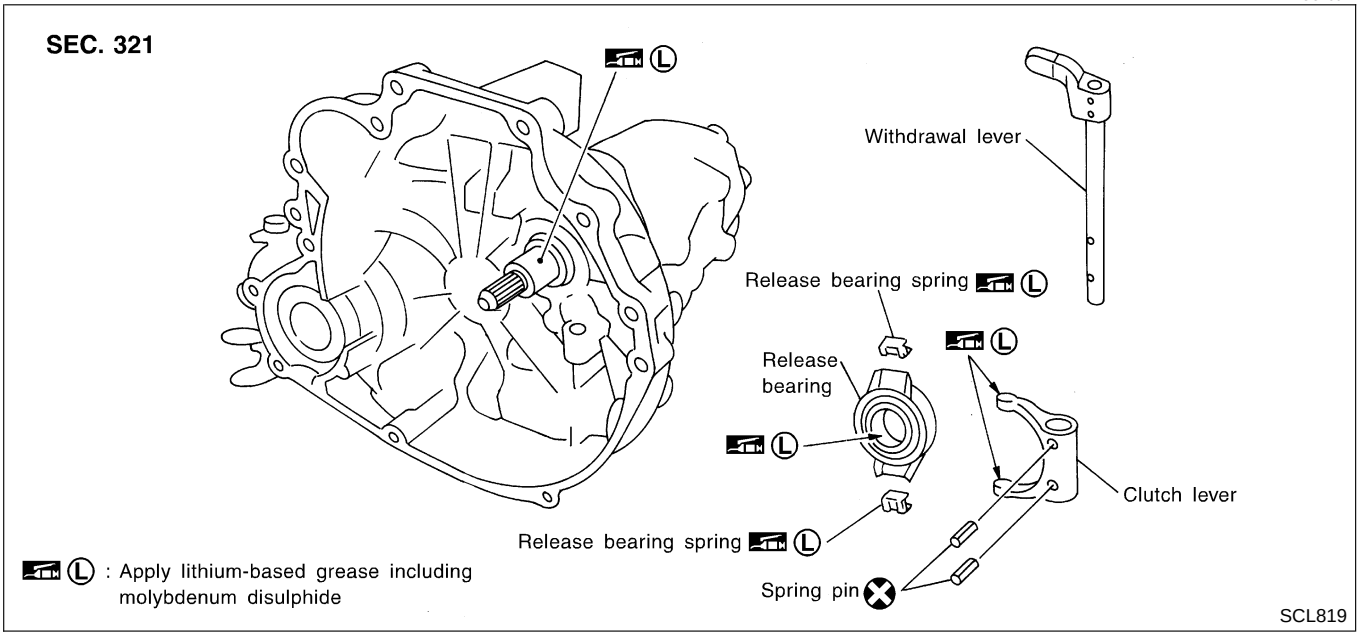
3. Install clutch hose to operating cylinder, and tighten mounting bolts to the specified torque.

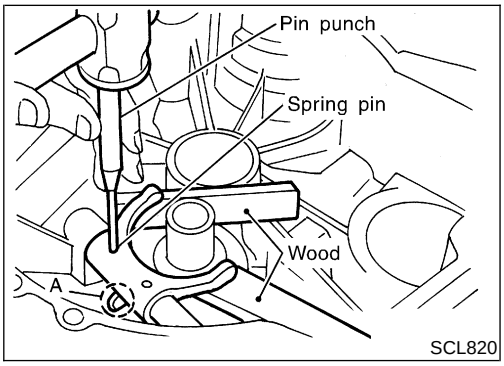
   : 17 - 20 N·m (1.7 - 2.0 kg-m, 12 - 14 ft-lb)

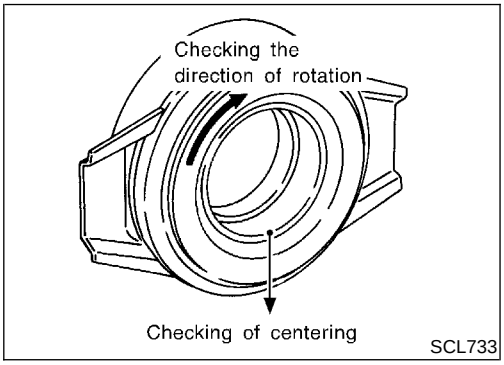
4. After finishing the operation, bleed air from the clutch piping. Refer to “Bleeding Procedure”, CL-7.

Components

NCCL0027







Removal

NCCL0028

1. Remove manual transaxle from vehicle. Refer to MT-12, “Removal”.
2. Move withdrawal lever enough to remove release bearing, and remove release bearing from clutch lever.
3. Support clutch lever claws with an appropriate wood block, align retaining pin with A in the figure, and drive out spring pin using a pin punch.
4. Pull out withdrawal lever and remove clutch lever.

Inspection

NCCL0029

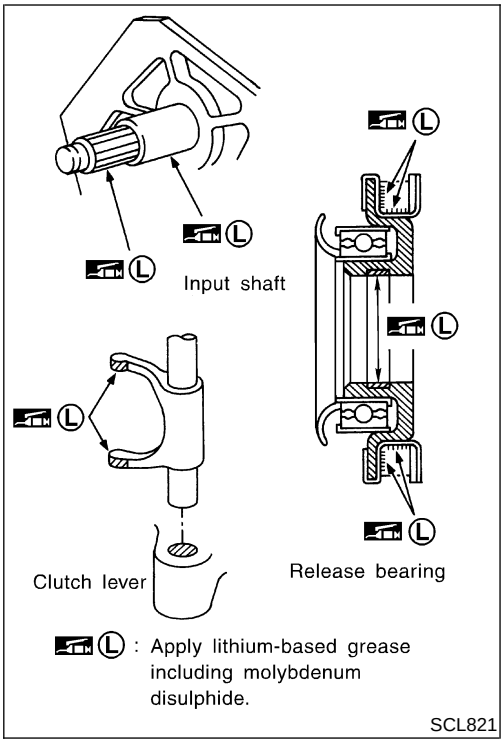
- Replace the release bearing if it is seized, damaged, faulty in rotation direction, or has poor aligning function.
- Replace the withdrawal lever if its contact surface is worn abnormally.
- Replace the clutch lever if its contact surface is worn abnormally.
- Replace the dust seal if it is deformed or cracked.

Installation

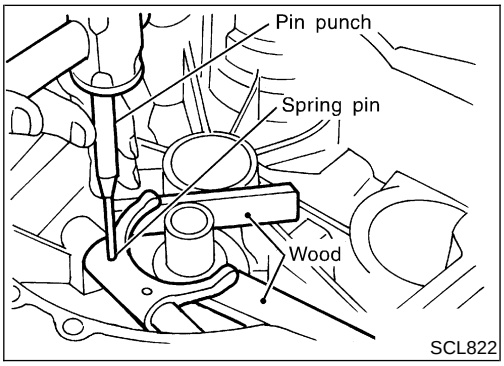
NCCL0030

CAUTION:

- **Be sure to apply grease to the clutch components. Otherwise, abnormal noise, poor clutch disengagement, or clutch damage may occur. Wipe the excess grease off completely, because it may cause the clutch components to slip and shudder.**
- **Keep the clutch disc facing, pressure plate, and flywheel free of oil and grease.**

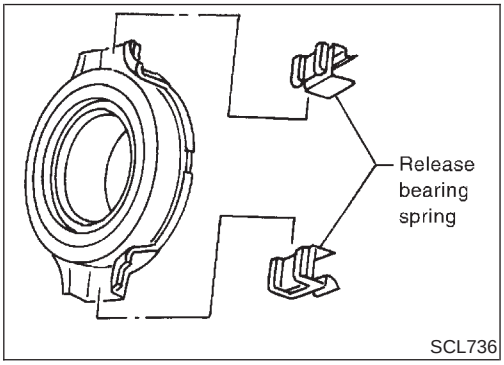


- **Clean old grease and abrasive materials off the grease application area.**
- **Apply approximately 1 mm (0.04 in)-thick clutch sleeve grease evenly on the sliding part of the clutch lever and the release bearing spring.**
- **Apply just enough clutch sleeve grease to fill up the release bearing inner groove.**
- **Apply the clutch grease to the clutch disc and the input shaft spline. Install the clutch disc to the input shaft, remove the excess grease around the shaft, and remove the clutch disc.**
- **Lightly and evenly apply the clutch sleeve grease on the sliding part of the release bearing, install the release bearing, remove the excess grease around the bearing, and remove the release bearing.**

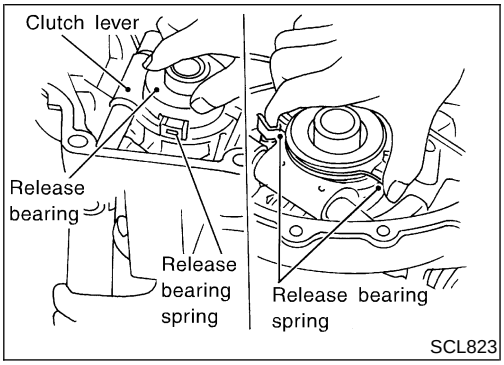


1. Assemble clutch lever to clutch housing, and insert withdrawal lever.
2. Support clutch lever claws with an appropriate wood block, and install a new spring pin using a pin punch.

CAUTION:
Spring pin cannot be reused.

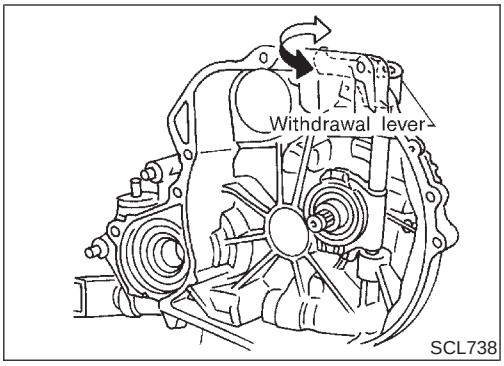


3. Install release bearing spring to release bearing as shown in the figure.



4. Operate withdrawal lever manually, press clutch spring from both sides, and install release bearing to clutch lever securely.
5. Make sure a click is heard when release bearing spring is pressed from both sides.

Installation (Cont'd)



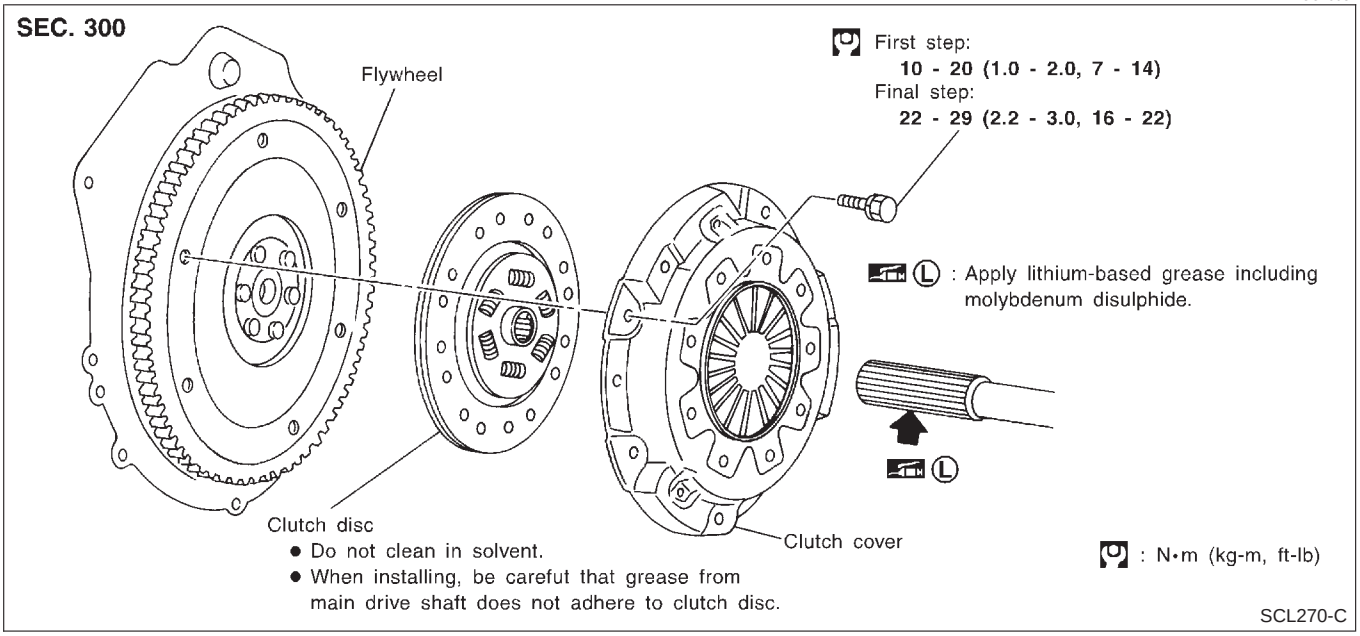
6. Make sure each sliding part operates smoothly when withdrawal lever is moved.

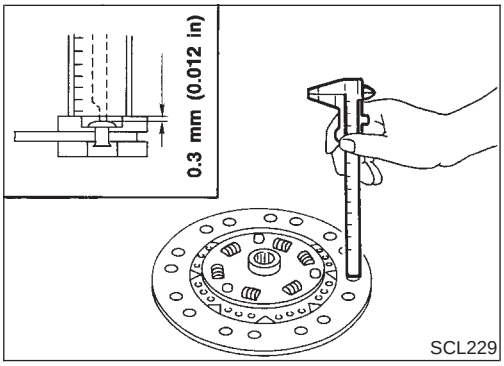
CAUTION:

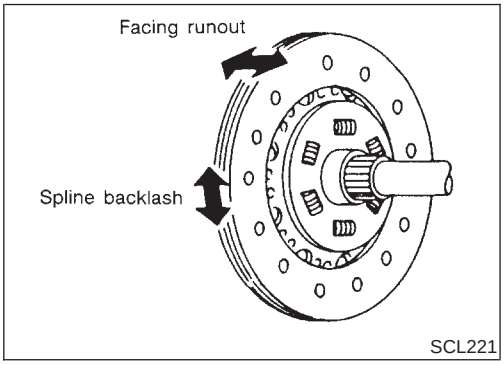
Remove any excess grease with a shop towel.

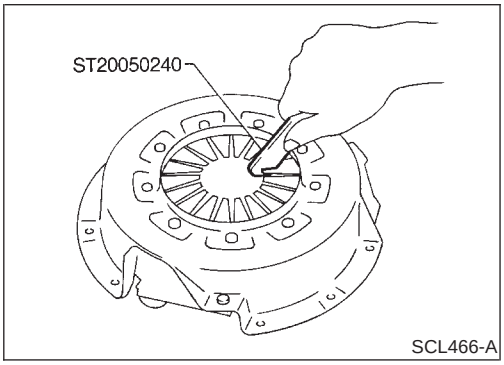
Components

NCCL0031









Inspection and Adjustment

CLUTCH DISC

NCCL0032

NCCL0032S01

Check clutch disc for wear of facing.

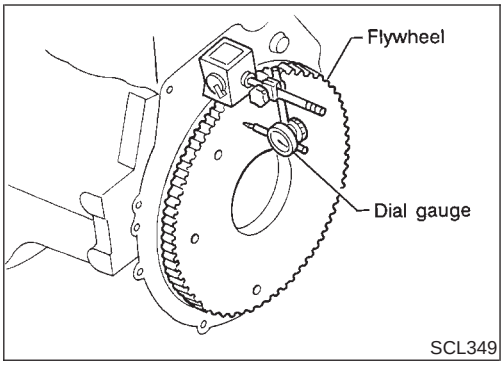
Wear limit of facing surface to rivet head:
0.3 mm (0.012 in)

- Check clutch disc for backlash of spline and runout of facing.
  Maximum backlash of spline (at outer edge of disc):
  0.9 mm (0.035 in)
  Runout limit:
  1.0 mm (0.039 in)
  Distance of runout check point (from hub center):
  102.5 mm (4.04 in)
- Check clutch disc for burns, discoloration or oil or grease leakage. Replace if necessary.

CLUTCH COVER AND FLYWHEEL

NCCL0032S02

- Check clutch cover installed on vehicle for unevenness of diaphragm spring toe height.
  Uneven limit:
  0.7 mm (0.028 in)
- If out of limit, adjust the height with Tool.



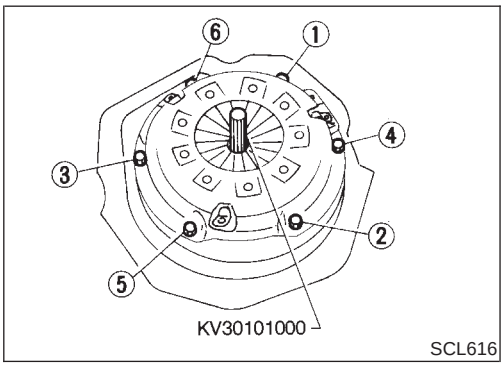
FLYWHEEL INSPECTION

NCCL0032S03

- Check contact surface of flywheel for slight burns or discoloration. Repair flywheel with emery paper.
- Check flywheel runout.

Maximum allowable runout:

Refer to EM-67, "Flywheel/Drive Plate Runout".



Installation

NCCL0033

- Insert Tool into clutch disc hub when installing clutch cover and disc.
- **Be careful not to allow grease to contaminate clutch facing.**
- Tighten bolts in numerical order by 2 steps.

First step:

: 10 - 20 N·m (1.0 - 2.0 kg-m, 7 - 14 ft-lb)

Final step:

: 22 - 29 N·m (2.2 - 3.0 kg-m, 16 - 22 ft-lb)

Clutch Control System

NCCL0034

Type of clutch control	Hydraulic

Clutch Master Cylinder

NCCL0035

Unit: mm (in)

Inner diameter	15.87 (5/8)

Clutch Operating Cylinder

NCCL0036

Unit: mm (in)

Inner diameter	19.05 (3/4)

Clutch Damper

NCCL0037

Unit: mm (in)

Inner diameter	19.05 (3/4)

Clutch Disc

NCCL0038

Unit: mm (in)

Model	215
Facing size (Outer dia. × inner dia. × thickness)	215 × 140 × 3.5 (8.46 × 5.51 × 0.138)
Thickness of disc assembly With load	7.6 - 8.0 (0.299 - 0.315) with 3,923 N (400 kg, 882 lb)
Wear limit of facing surface to rivet head	0.3 (0.012)
Runout limit of facing	1.0 (0.039)
Distance of runout check point (from the hub center)	102.5 (4.04)
Maximum backlash of spline (at outer edge disc)	0.9 (0.035)

Clutch Cover

NCCL0039

Unit: mm (in)

Model	215
Full-load	4,904 N (500 kg, 1,103 lb)
Uneven limit of diaphragm spring toe height	0.7 (0.028)

Clutch Pedal

NCCL0040

Unit: mm (in)

Pedal height "H_1"*	158 - 168 (6.22 - 6.61)
Pedal free play "A" (at pedal pad)	9 - 16 (0.35 - 0.63)
Clearance "C" between pedal stopper rubber and clutch interlock switch threaded end while clutch pedal is fully depressed.	0.1 - 1.0 (0.004 - 0.039)

*: Measured from surface of dash reinforcement panel

NOTES