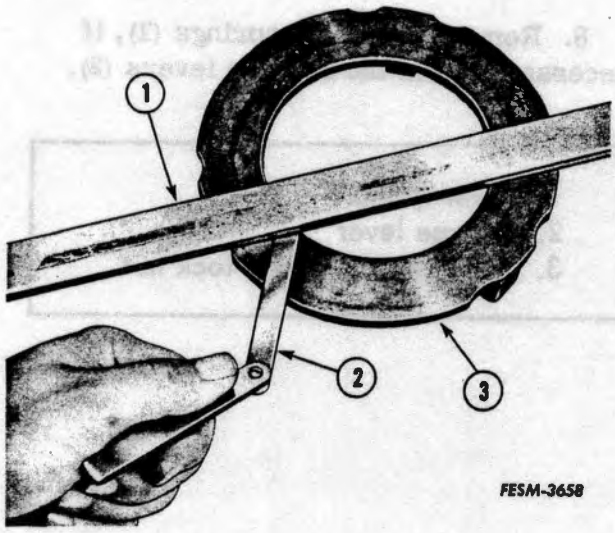
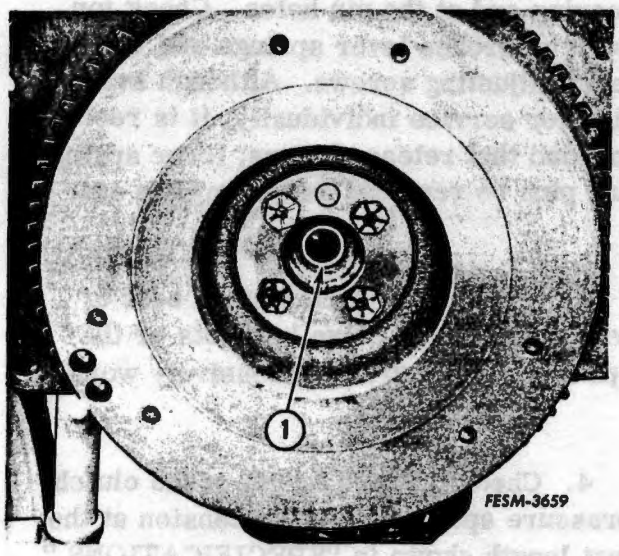


1. Straight edge
2. .006 inch feeler gauge
3. Pressure plate

5. Place a straight-edge (1) across the pressure plate (3) and check to see if the plate is warped. If a .006 inch feeler gauge (2) can be inserted anywhere between the straight-edge and the plate, the plate should be replaced. Check the plate in three or four different spots.

6. Inspect the driven disc and replace facings if they are badly worn, glazed or oil soaked. When riveting new linings be sure the rivets are properly countersunk. Replace the entire driven disc if it is warped, or the hub splines are excessively worn or damaged.

7. Inspect the clutch release bearing and if badly worn or grooved, replace with a new one. Inspect the clutch release yokes and pivot pin for wear, and replace as necessary.



1. Pilot bearing

8. Inspect the pilot bearing (1) in the crankshaft. Looseness of this bearing is one cause of clutch misalignment. If worn, replace the bearing (be sure bushing is clean and lightly lubricated).

9. Inspect the face of the flywheel for grooves, ridges, scores, heat cracks and burned spots caused by overheating and projecting rivets. Also check for warpage. Scoring and slight burned spots can be removed with emery cloth, starting with coarse and finishing with fine grit. Excessively grooved or cracked flywheels should be replaced.

10. Remove any burrs from offsets of the back plate to insure accurate adjustment.