

DISASSEMBLY

Separate the clutch housing from the engine.

Remove the clutch assembly from the flywheel.

NOTE: When loosening bolts, loosen them gradually in diagonal order. Be careful to keep the clutch disk facing free of oil. Two dowel bolts are used to determine the installed position of the clutch housing.

FIG. 2: Compress the pressure plates with clutch assembly setting bolts.

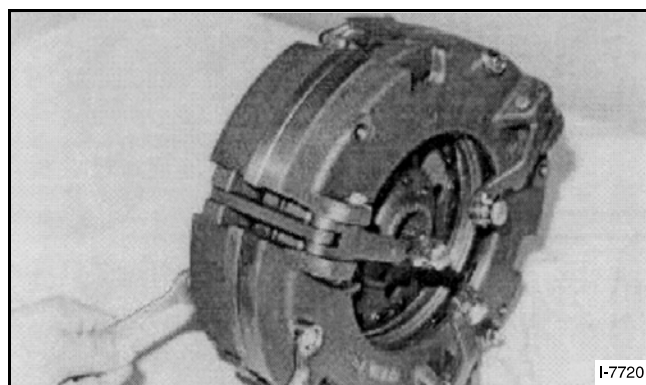


FIG. 2

FIG. 3: Pull out the release lever pins.

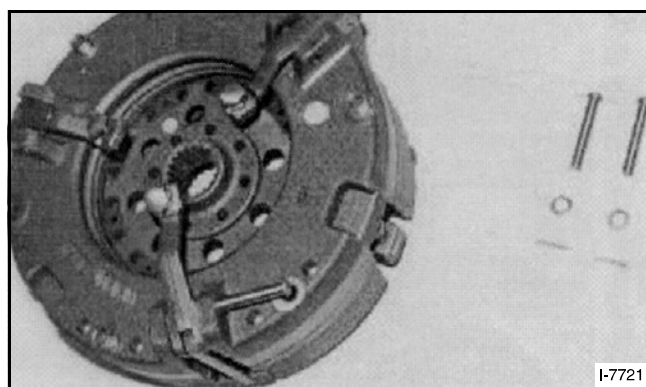


FIG. 3

FIG. 4: Disassemble the dual clutch assembly.

NOTE: When disassembling the clutch assembly, memorize the direction in which the parts are installed.

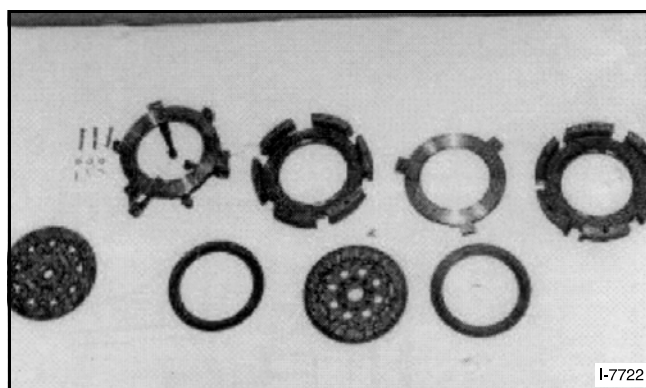


FIG. 4

Clutch

INSPECTION

1. Inspect the clutch discs.
 2. Pressure plates.
- Inspect the pressure plate friction surface for even, scratches, stepped wear, and oil stains.

Standard Value	Usable Limit
0.05 mm (0.02 in)	0.5 mm (0.02 in)

- Shallow scratches may be repaired with sandpaper, but excessive wear damage must be repaired by machining the friction surface.
- Repair of friction surface

The friction surface should be ground down or machined to it to 12 μ to 25 μ in surface smoothness.

Ground-Down Limit	1.0 mm (0.038 in)
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FIG. 5: Check the clutch cover and springs for distortion, deformation, tension, and damage. If any defective parts are found, replace the clutch cover assembly.

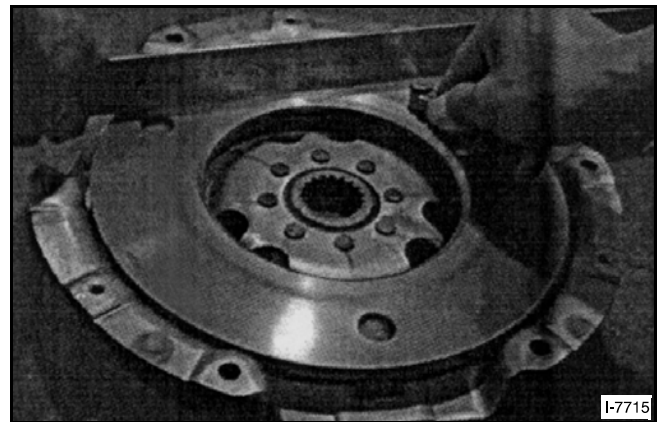


FIG. 5

Inspection of Release Bearing

The release bearing is a lubrication-free type, so it should never be washed in cleansing oil. Wipe it clean with a cloth and check its smoothness by turning it manually. Replace a defective bearing.

Precautions for Re-Assembly

Reassemble in reverse order of disassembly, following the next precautions.

Keep oil from getting on the clutch disk, pressure plate, and flywheel. Install the clutch disk with the longer spline boss turned towards the transmission.

NOTE: At first align the clutch with the fly wheel using the two dowel bolts. Then install other bolts and tighten them evenly, to the specified torque.