

GENERAL MOTORS

Buick
Chevrolet
Oldsmobile
Pontiac

DESCRIPTION

Single plate dry disc type with a diaphragm spring replacing conventional clutch release springs and release levers. Diaphragm spring is shaped like a dished washer, with inner rim slotted to form many release fingers, and is pivoted on inner and outer pivot rings mounted in clutch cover. Most models have straight release fingers, however, some models have six or all of the release fingers bent upward to provide centrifugal action for increased clutch pressure at higher speeds. Models having six fingers bent upward also have weights on these six fingers. Clutch is operated by mechanical linkage.

CLUTCH PEDAL ADJUSTMENT

BUICK

Make sure clutch fork is on ball stud. Unhook return spring from clutch fork. Push and hold equalizer and release rod toward rear of car. If properly adjusted, there will be 1/16" to 1/8" clearance between end of rod and clutch fork. Lash at pedal should be 5/8" to 7/8".

CHEVELLE, CAMARO & NOVA

Disconnect return spring at fork and rotate clutch lever and shaft assembly until pedal is firmly against rubber bumper. Push outer end of fork rearward until throw-out bearing lightly contacts pressure plate fingers. Loosen lock nut and adjust rod length so that swivel on rod slips into gauge hole. Install push rod in hole and increase length until all lash is removed. Remove from gauge hole and insert into lower hole on lever. Install retainer and tighten locknut. Reinstall return spring. Pedal travel should be as follows:

Nova	3/4-1 3/8"
Camaro	1-1 3/8"
Chevelle	3/4-1 5/16"

CORVETTE

Disconnect spring between clutch push rod and cross shaft lever. With clutch pedal against stop; loosen jam nuts and allow adjusting rod to move against clutch fork until release bearing lightly contacts pressure plate. Rotate upper nut against swivel and back off 4 1/2 turns. Tighten lower nut to lock swivel against upper nut. Install return spring. Pedal travel should be 1" to 1 1/2".

OLDSMOBILE

Loosen locknut on adjusting rod and disconnect pedal return spring. Push clutch fork rearward until throw-out bearing lightly contacts clutch plate. Increase length of push rod until all lash is removed. Free play should be 7/8" to 1 1/2".

PONTIAC

Disconnect return spring, place pedal against stop and loosen locknut to allow rod to be turned out of swivel and against clutch fork until bearing contacts pressure plate fingers lightly. Rotate push rod into swivel 3 1/2 turns and tighten locknut. Reinstall spring. Pedal travel should be 1" to 1 1/2".

VEGA

Remove ball stud cap and loosen locknut on ball stud end located to right of transmission on clutch housing. Adjust ball stud to obtain .90" ± .25" free travel. Tighten locknut.

REMOVAL & INSTALLATION

Removal - 1) Remove transmission, disconnect clutch fork pushrod and spring. On Pontiac, remove starter.

2) Remove flywheel housing. Slide clutch fork from ball stud and remove fork from dust boot.

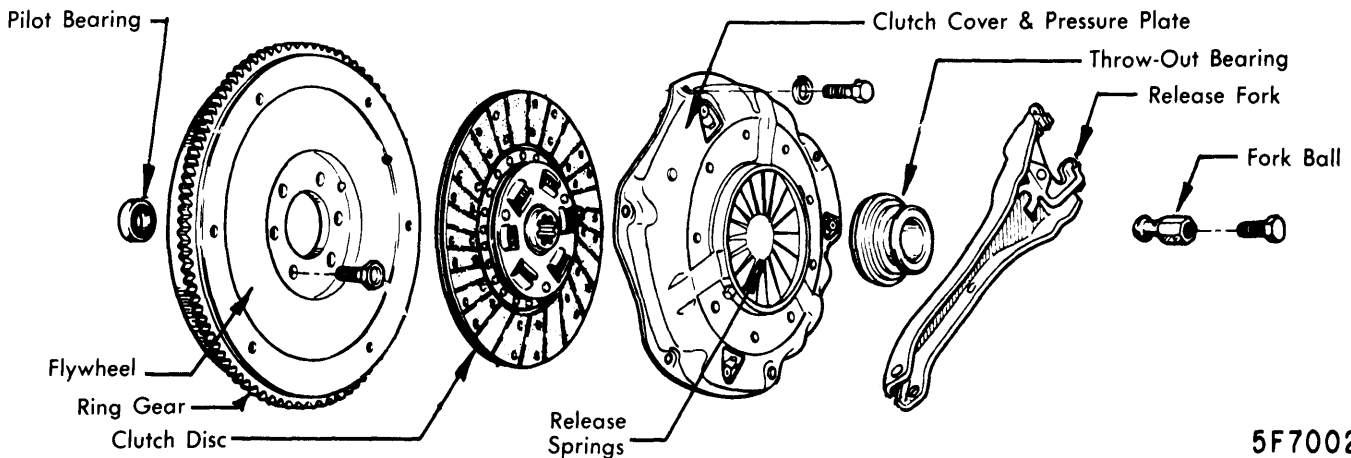
3) Scribe flywheel and clutch cover to insure indexing during reassembly. Loosen clutch-to-flywheel bolts gradually until spring pressure is relieved, then remove bolts and clutch assembly.

NOTE - Manufacturer does not recommend overhaul of clutch assembly. If components show signs of wear, burning, cracking or warpage, replace assembly.

Installation - 1) Clean pressure plate and flywheel face. Position clutch disc and pressure plate, supporting them with alignment tool. Install bolts and tighten evenly. Remove tool.

2) Unhook clutch fork and lubricate ball socket and fork fingers with graphite (on Corvette, use only Moly Grease). Lubricate recess of throwout bearing and fork groove. Install clutch fork and dust boot into clutch housing and install throwout bearing and fork.

3) Install transmission. Connect fork pushrod and spring. Lubricate spring and pushrod ends. Adjust linkage for pedal free play and check release position.



DIAPHRAGM SPRING CLUTCH ASSEMBLY

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