VOLVO

240
260

DESCRIPTION

Clutch is diaphragm spring type. Clutch assembly consists of the following components: Pressure plate, diaphragm spring, sheet metal clutch housing, clutch disc, and clutch release bearing. Clutch actuation is mechanical, using a cable to connect clutch pedal with release fork.

REMOVAL & INSTALLATION

CLUTCH ASSEMBLY

Removal, M45 & M46 Transmission – 1) Disconnect battery ground cable. Pull back-up light wiring harness connector. Working from under vehicle, disconnect gear shift lever from gear shift rod.

2) Separate gear shift boot from carpet. Using a 4 mm Allen wrench, remove reverse gear detent fork. With snap ring pliers, remove lock ring and pull up lever. Unhook clutch fork return spring and separate cable from housing.

3) Remove bolts at clutch housing and nut at exhaust pipe, then remove front exhaust pipe bracket. Position a support under engine. Remove transmission crossmember. Index mark and disconnect drive shaft. Separate speedometer cable from transmission.

4) Slightly lower rear of engine and take out all clutch housing bolts except top right. Fit jack to transmission for support and remove last clutch housing bolt. Pull transmission from vehicle. Remove upper starter mounting bolt. Remove bolts mounting clutch assembly, loosening in a criss-cross pattern. Make sure bolts are loosened evenly.

Installation – To install transmission and clutch assembly, reverse removal procedure and note the following: Insert clutch plate with long side of hub facing backward. Use aligning tool (2484 or equivalent) to center clutch assembly. Tighten clutch mounting bolts in a criss-cross pattern. Adjust clutch pedal free play.

CLUTCH CABLE

Removal – Remove return spring and disconnect clutch cable at clutch fork; extract cable. Remove cover panel under instrument cluster. Remove clevis pin at upper end of cable. Separate clutch fork adjustment mechanism from clutch housing, if necessary. Force cable out of rubber grommet located in firewall.

Installation – Insert new cable into rubber grommet, feed it through cable guide and attach at upper end with clevis pin. Position adjustment mechanism into clutch housing. Attach cable to clutch fork, then refit return spring.

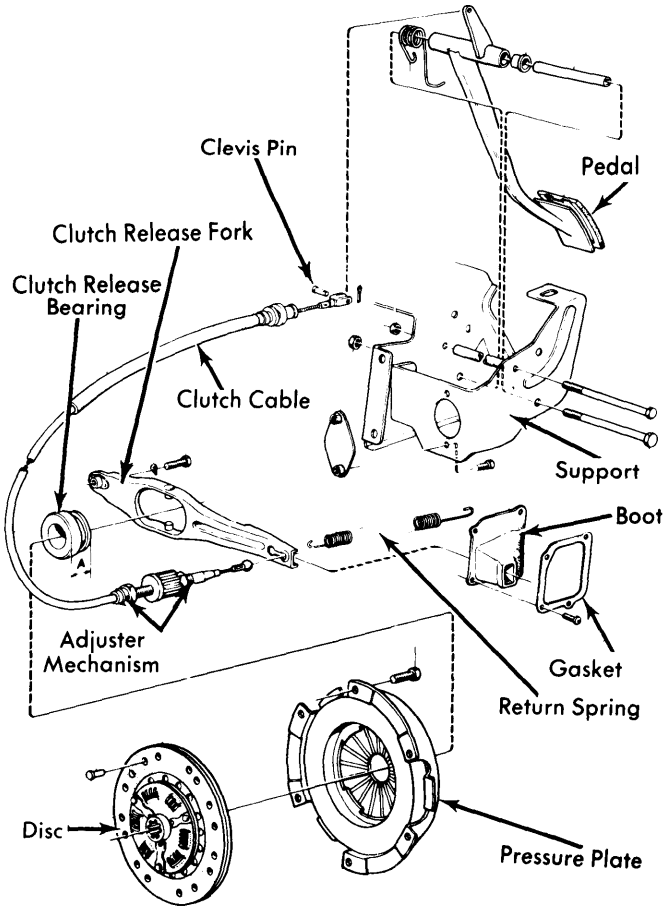

Fig. 1 Exploded View of Clutch System

PILOT BEARING

Remove retaining clip and remove bearing using puller (SVO 4090). Pack bearing with heat resistant grease and install into crankshaft using a driver. Install retaining clip.

ADJUSTMENT

CLUTCH FREE PLAY

Using adjustment mechanism attached to clutch housing, set free play. Adjustment is correct when approximately 1/8" (3-5 mm) clutch fork free play is obtained. See *Fig. 3.*

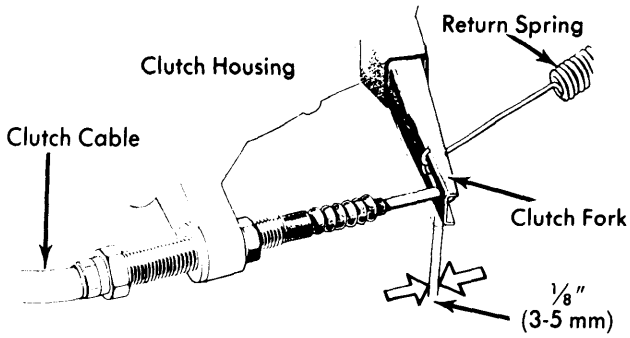

Fig. 2 Clutch Fork Free Play Measuring Point

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