

PEUGEOT

504
505
604

DESCRIPTION

Clutch is a dry, single disc, diaphragm spring type. Clutch actuation is hydraulic, using a firewall mounted master cylinder and a bell housing mounted slave cylinder. A pre-lubricated clutch release bearing is also used. Due to hydraulic system design, no adjustments, with the exception of bleeding hydraulic system, is necessary.

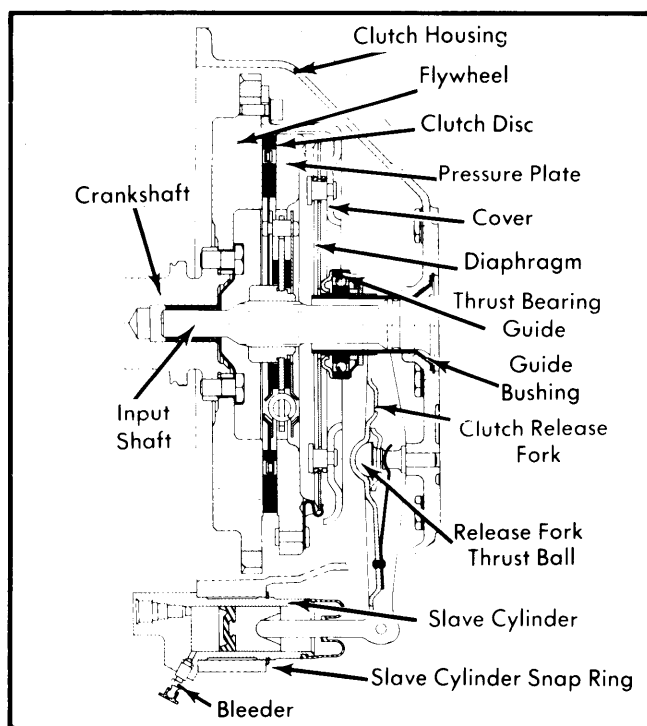


Fig. 1 Sectional View of Clutch Assembly

REMOVAL & INSTALLATION

CLUTCH ASSEMBLY

NOTE — Engine and transmission must be removed as an assembly.

Removal — 1) Remove hood, battery with tray, ignition coil, starter, radiator, expansion tank, and windshield washer bottle. Disconnect heater hoses, fuel lines, throttle controls, vacuum lines, and all chassis-to-engine electrical wires. Remove air cleaner and ducting to fuel injection or carburetion system.

2) On models equipped with air conditioning, it will be necessary to remove and set aside under hood components of the air conditioning system. DO NOT disconnect hoses or pressure connections. Disconnect electrical leads to compressor, pressure switch, thermostat, and electric cooling fan. Free receiver-drier, condenser and compressor from their mountings and move to right side of vehicle.

3) If equipped with power steering, remove power steering pump and set aside without disconnecting hoses. On all models, remove upper clutch housing-to-engine mounting bolts and inspection plates. Disconnect exhaust pipe from manifold and remove muffler and exhaust pipe supporting brackets with heat deflector.

4) Attach suitable hoisting sling and raise engine until transmission contacts tunnel. On 604 models, fit propeller shaft tube support between muffler and body and tighten to support tube slightly. Remove steering coupling clamp bolts and replace with slightly longer bolts. Lower front cross member about 1.2" (30 mm) with steering rack attached.

5) On 504 and 505, attach transmission support tool (8.0125) and tighten to support transmission. On all models, remove lower clutch housing-to-engine bolts. Pull engine slightly forward and carefully lift from vehicle. Attach engine to suitable workstand and mark pressure plate and flywheel for reassembly reference. Remove pressure plate mounting bolts evenly and remove clutch assembly.

NOTE — Clutch slave cylinder and release assembly remains with housing.

Installation — Lubricate transmission input splines and clutch release bearing guide with Molykote (or equivalent). Use centering tool to align clutch assembly on flywheel and tighten pressure plate bolts evenly to 11 ft. lbs. (1.5 mkg). To complete installation, reverse removal procedure, ensuring that all reference marks are aligned.

NOTE — Clutch disc must be installed with flexible hub toward transmission. Replace pressure plate mounting bolt washers during installation.

CLUTCH RELEASE BEARING & FORK

Removal — Remove slave cylinder from clutch housing. Remove release bearing from fork by turning it counter-clockwise. Remove clutch fork by pulling it outward until backing spring is disengaged from ball stud.

Installation — Pack rubber cup on ball stud with grease. To install clutch fork, slide fork from inside toward outside of clutch housing. Lift fork backing spring with a screwdriver and engage fork on ball stud with spring seated against rubber cup. Install release bearing by sliding onto shaft and engaging fork with clockwise rotation.

NOTE — Bushing is self-lubricated. DO NOT wash in any cleaning solution. Lubricate with motor oil when installing.

PILOT BUSHING

Bushing is press fit in rear of crankshaft. Bushing must be replaced if excessive clearance with transmission input shaft is evident. Remove and install bushing using suitable pullers and drivers.

CLUTCH MASTER CYLINDER

Removal & Installation — Disconnect and plug master cylinder hydraulic lines from fluid reservoir and to slave cylinder. Remove bolts securing master cylinder to pedal assembly and

PEUGEOT (Cont.)

remove master cylinder. To install, reverse removal procedure and bleed hydraulic system.

CLUTCH SLAVE CYLINDER

Removal & Installation – Disconnect hydraulic line at slave cylinder. Remove snap ring securing cylinder in clutch housing, then slide slave cylinder from clutch housing mounting. To install, reverse removal procedure and bleed hydraulic system.

NOTE – *Overhaul procedures for clutch slave cylinder and master cylinder not provided by manufacturer.*

ADJUSTMENT

HYDRAULIC SYSTEM BLEEDING

Fabricate bleed tube using suitable rubber hose, clamps and adaptor from suitable bleeder kit (ARC 50). Attach hose to slave cylinder bleeder and pressure bleeder (ARC 50 or equivalent) to bleed tube. Adjust bleed pressure to 25.6 psi (1.8 kg/cm²). Open bleed screw and observe fluid level in master cylinder. Close bleed screw when fluid reaches specified level.