SUBARU

1600

DESCRIPTION

Clutch is a single dry disc type with a diaphragm spring pressure plate. Actuation is mechanical through a cable. Sealed release bearing requires no lubrication.

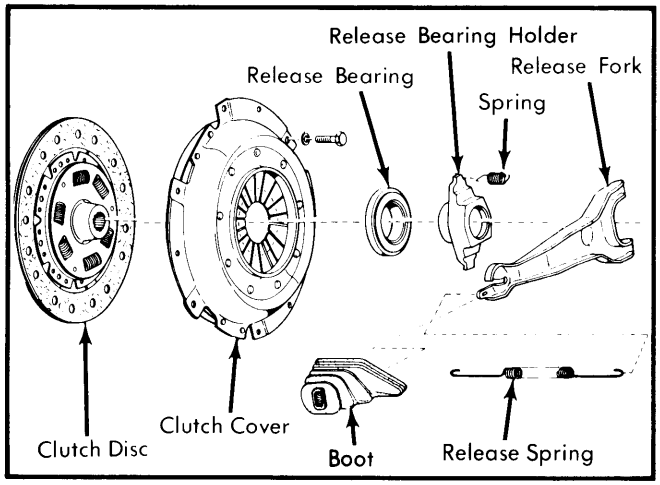

Fig. 1 Exploded View of Subaru Clutch Assembly

REMOVAL & INSTALLATION

CLUTCH ASSEMBLY

Removal – **1)** Remove spare tire and support bracket. Remove battery ground cable. Disconnect clutch cable from release fork and detach rubber boot. Disconnect speedometer cable at transmission and loosen cable retainer clip. Disconnect back-up lamp switch connector, black and white starter harness (NOT battery cable), and ground cable on vehicle body.

2) Remove starter with battery cable attached. Remove upper engine-to-transmission bolts and loosen lower nuts. Loosen transmission side torque rod stopper nut by about .4" (10 mm) and tighten engine side nut by the same amount. On 4-WD models, separate both the gear selector and 4-WD selector system from the transmission.

3) On all models, raise and support front end of vehicle and remove front exhaust pipe assembly. On 4-WD models, remove transmission cover and rear drive shaft. Plug rear of transmission to prevent oil from running out. Remove exhaust cover and gearshift system from all except 4-WD models.

4) On all models, remove stabilizer, then lower both left and right transverse links. Drive spring pins from inner ends of axle shafts and push wheels out until axles separate from driving splines. Remove clamp on left side of hand brake cable. Remove nuts from transmission mounting pads.

5) Support transmission with a jack and remove crossmember. Remove nuts securing transmission to engine and move transmission away from engine. Ensure that mainshaft clears engine and lower transmission from vehicle. Remove pressure plate mounting bolts and take off clutch assembly.

Installation – Using alignment tool, place clutch disc and pressure plate in position on flywheel. Ensure that there is a gap of 120° between "O" marks on flywheel and pressure plate. Tighten bolts to 12 ft. lbs. (1.6 mkg) gradually in a criss-cross pattern. Reverse removal procedure to complete installation.

CLUTCH RELEASE BEARING

Removal – With transmission separated from engine, disconnect return springs from transmission and remove bearing assembly. Bearing may be removed from or installed on sleeve using suitable press. DO NOT press on outer race.

Installation – Lightly coat inner groove of release bearing sleeve and all contact surfaces with multi-purpose grease and reverse removal procedures.

PILOT BEARING

Removal & Installation – If bearing indicates wear or damage, extract bearing and oil seal. Inspect transmission mainshaft for wear or damage. Install new bearing and seal in crankshaft using aluminum rod and mallet. Apply suitable grease to pilot bearing before installing transmission.

ADJUSTMENT

CLUTCH FREE PLAY

Remove fork return and adjust spherical nut so that there is .08-.12" (2.0-3.0 mm) play at fork end. Use care not to twist cable during adjustment. Attach return spring and ensure that cable is routed without kinks or sharp bends.

Clutch Adjustment Specifications

Application	In. (mm)
Clutch Pedal Stroke	5.1-5.4 (129-137)
Release Fork Stroke	.67-.71 (17-18)
Release Fork Free Play	.08-.12 (2.0-3.0)
Pedal Free Play	.50-.80 (1.3-2.0)

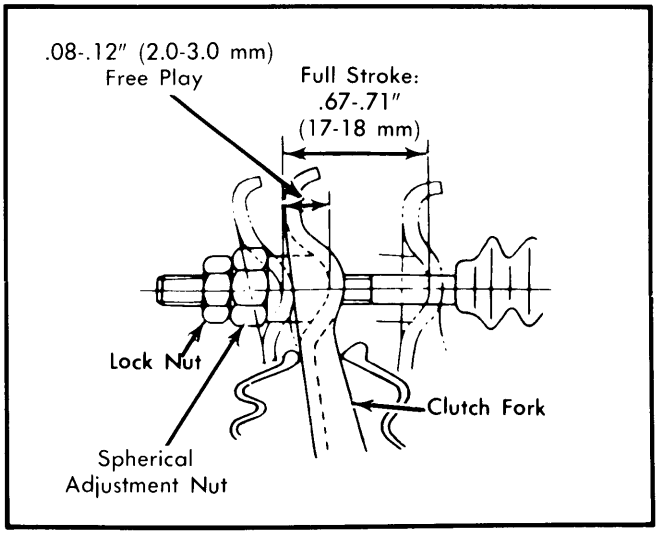

Fig. 2 Clutch Cable Adjustment Locations and Specifications