

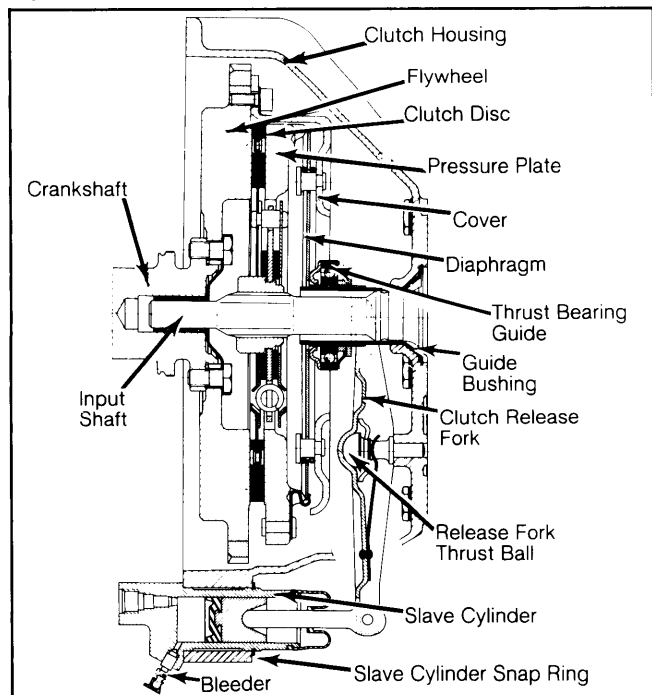
PEUGEOT 504, 505 & 604

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 prelubricated 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.

2) Remove air cleaner and ducting to fuel injection or carburetion system. On models equipped with air conditioning, DO NOT disconnect hoses or pressure connections. Remove and set aside under hood components of the air conditioning system.

3) 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.

4) 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.

5) Disconnect exhaust pipe from manifold and remove muffler and exhaust pipe supporting brackets with

heat deflector. Attach hoisting sling and raise engine until transmission contacts tunnel.

6) Disconnect and remove drive shaft. On 504 & 505 models, support rear of transmission. Remove steering coupling clamp bolts and replace with slightly longer bolts. Lower front cross member about 1.2" (30 mm) with steering rack attached.

7) On all models, remove lower clutch housing-to-engine bolts. Pull engine slightly forward and carefully lift from vehicle. Separate engine and transmission.

8) Mark pressure plate and flywheel for reassembly reference. Remove pressure plate mounting bolts evenly in a crisscross pattern and remove clutch assembly.

Installation

1) Lubricate transmission input splines and clutch release bearing guide with Molykote (or equivalent). Use centering tool to align clutch assembly on flywheel.

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

3) Torque pressure plate bolts evenly to 11 ft. lbs. (15 N.m). To complete installation, reverse removal procedure, ensuring that all reference marks are aligned.

CLUTCH RELEASE BEARING & FORK

Removal

Remove slave cylinder from clutch housing. Remove release bearing from fork by turning it counterclockwise. Remove clutch fork by pulling it outward until backing spring is disengaged from ball stud.

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

Installation

Pack rubber cup on ball stud with grease. To complete installation, reverse removal procedure.

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 puller and driver.

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 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.