

## GENERAL MOTORS

### DESCRIPTION

Chevrolet and GMC vehicles incorporate two types of clutches. Both a coil spring and a diaphragm spring type clutch is used. Coil spring type clutch utilizes three release levers to provide pressure plate actuation, and coil springs to provide pressure plate tension. Diaphragm spring type clutch utilizes a single, slotted diaphragm type spring to provide both pressure plate action and tension. All vehicle models use a mechanical type linkage to actuate clutch. Removal and installation procedures and adjustments are the same for both Chevrolet and GMC.

### REMOVAL & INSTALLATION

#### CLUTCH

**Removal & Installation** — Raise and support vehicle under frame and remove transmission. See appropriate article in *MANUAL TRANSMISSION SERVICING* Section. Disconnect rod and return spring at clutch fork. Remove throw-out bearing from clutch fork and remove clutch fork. Mark position of clutch cover on flywheel for reassembly. Install a suitable tool (J-5824) in clutch disc for support. Loosen clutch plate bolts one or two turns at a time until clutch plate spring tension is released. Remove clutch pilot tool and remove clutch plate and disc. To install, reverse removal procedure, making sure clutch hub and pilot bearing are aligned.

### ADJUSTMENT

#### CLUTCH PEDAL FREEPLAY

**"G" Models** — Disconnect return spring at clutch fork. Loosen clutch fork swivel lock nut, and force push rod toward rear until clutch throw-out bearing just contacts clutch release levers. Rotate push rod adjusting nut until  $\frac{1}{4}$ " clearance between nut and swivel is obtained. Tighten clutch fork swivel lock nut, and check pedal free travel.

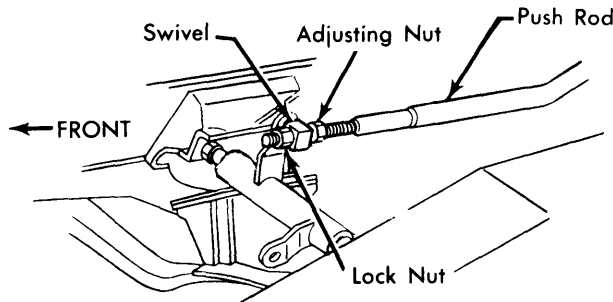


Fig. 1 "G" Models Free Play Adjustment

**P30 W/Propeller Shaft Parking Brake** — Disconnect clutch fork return spring, and loosen clutch swivel lock nut. Move clutch fork toward rear until throw-out bearing just contacts clutch release levers. Rotate clutch equalizer shaft until clutch pedal is seated against pedal stop. Turn clutch fork push rod in swivel to obtain  $\frac{1}{4}$  -  $\frac{5}{16}$ " clearance between adjustment nut and shoulder on clutch fork push rod. Tighten swivel lock nut, and check pedal free play.

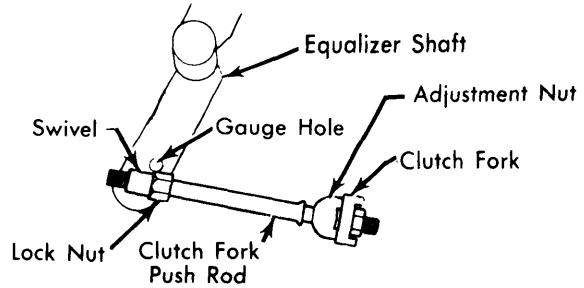


Fig. 2 P30 W With Propeller Shaft Parking Brake Free Play Adjustment

**All Other Models** — Disconnect clutch pedal return spring at clutch fork. Rotate clutch equalizer shaft until clutch pedal is seated against pedal stop. Force clutch fork push rod toward rear until throw-out bearing just contacts clutch release levers. Loosen clutch swivel lock nut, and adjust swivel until swivel can be easily inserted in gauge hole of equalizer shaft. Remove swivel from gauge hole and install in equalizer shaft lower hole. Tighten swivel lock nut and check pedal free play.

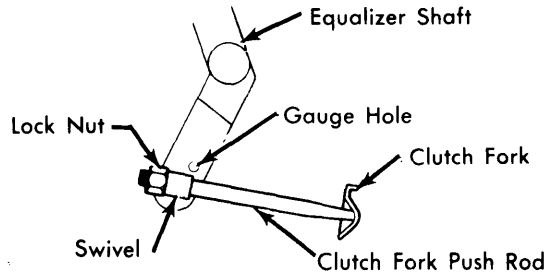


Fig. 3 "C" & "K" Models Free Play Adjustment

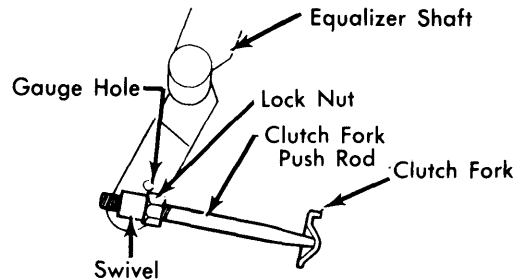


Fig. 4 "P" Models Free Play Adjustment

#### Clutch Pedal Free Play

Application	Free Play
"C" & "K" Models .....	$1\frac{3}{8}$ " - $1\frac{5}{8}$ "
P30 W/Propeller Shaft Parking Brake.....	$1\frac{3}{8}$ " - $1\frac{5}{8}$ "
All Other Models .....	$1\frac{1}{4}$ " - $1\frac{1}{2}$ "

### TIGHTENING SPECIFICATIONS

Application	Ft. Lbs.
Clutch Cover-to-Flywheel Bolts.....	35
Clutch Housing-to-Engine Bolts.....	30
Transmission-to-Clutch Housing Bolts .....	55