Vehicle Specific Clutch Kit Installation Notes

TBC24

Relates to: R2002N, RPM200N2
HOLDEN COMMODORE / CALAIS VX (2001 – 2002)
HOLDEN COMMODORE / CALAIS / MONARO VY/V2 (2002-2004)

Background: When replacing the Concentric Slave Cylinder (CSC) bearing it is critical to ensure that the used bearing does not leave behind a seal in the bore of the CSC. The seal is adhered to the bearing during manufacturing but after prolonged use has been seen to come free. If this occurs and a new bearing is installed whilst the old seal is still in the bore, the clutch system will not exhibit appropriate characteristics. Pedal feel and possible loss of clamp load can occur. It is critical to inspect the bore of the cylinder for such a seal.

Step 1:
When transmission is removed from vehicle remove the bearing and spring.

Figure 1) CSC assembly

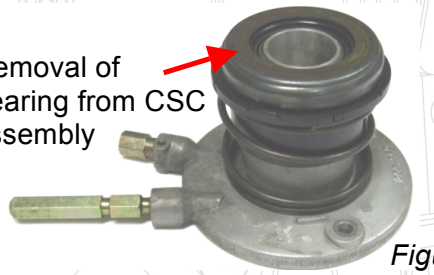

Figure 1)

Step 2:
When bearing has been removed from CSC assembly inspect the back of the bearing. If Seal is present proceed as normal with new bearing installation.

Figure 2) Shows used bearing with no seal.
Figure 3) Shows a new bearing with seal.

Note: Seals range in colour from blue, white and black


Figure 2) No Seal *Figure 3)* Blue Seal present

Step 3:
If no seal is on the back of the bearing proceed to inspect the bore of the CSC.

Figure 4) Shows the seal at the bottom of the CSC bore.
Note: In many situations the seal will be difficult see due to grease concealing its presence.

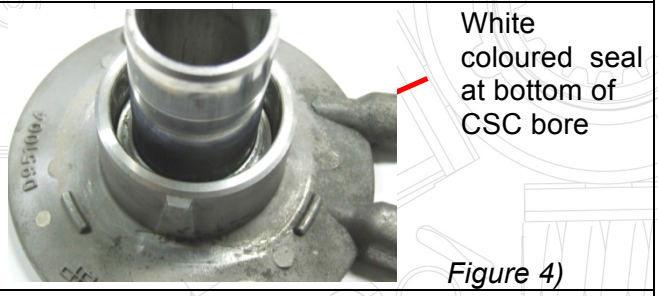

Figure 4)

Step 4:
With the aid of a thin flathead screwdriver remove the seal. Proceed as normal with new bearing installation.

Figure 5)

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