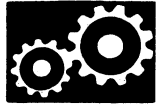
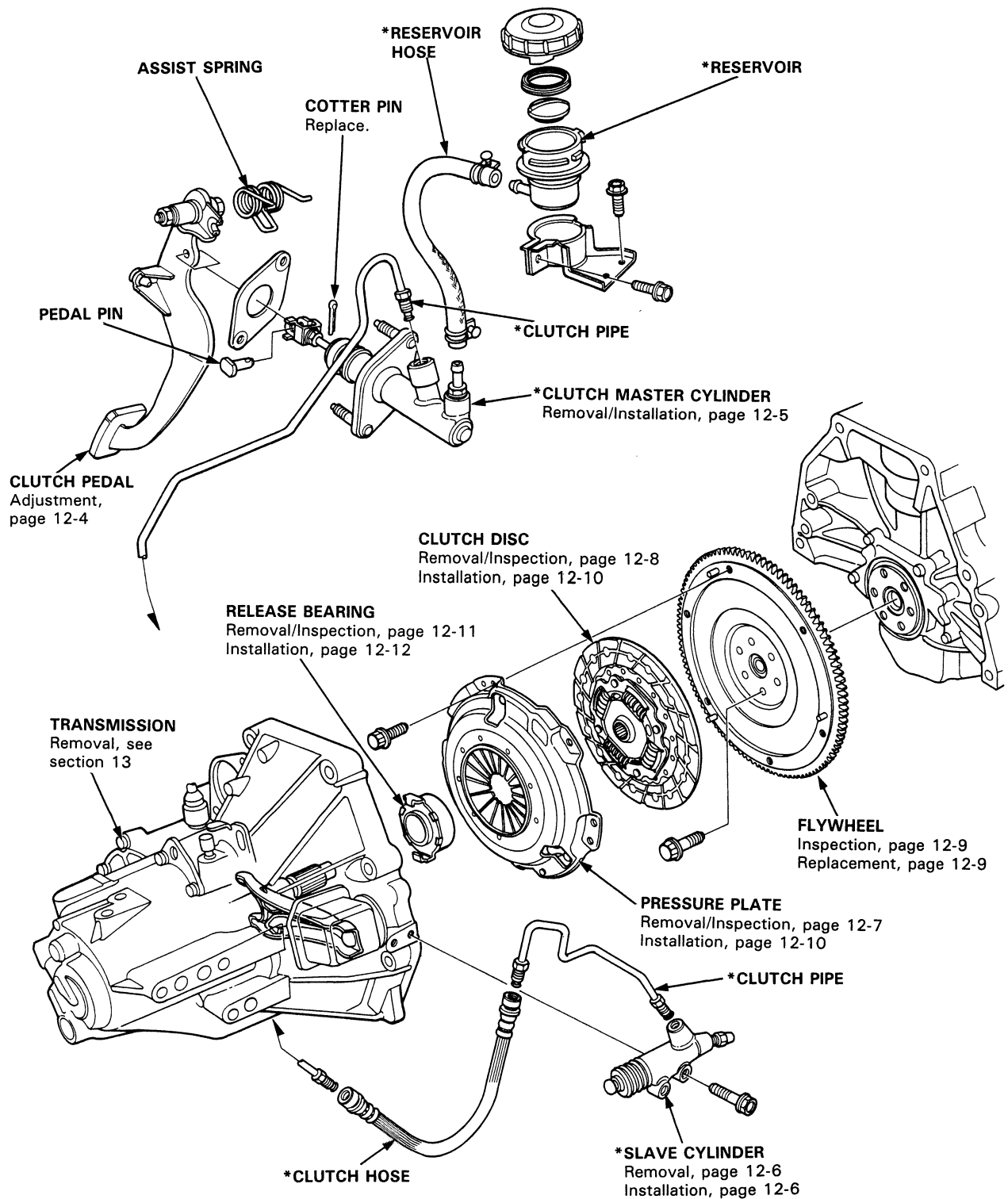


Illustrated Index



NOTE:

- Whenever the transmission is removed, clean and grease the release bearing sliding surface.
- If the parts marked * are removed, the clutch hydraulic system must be bled.



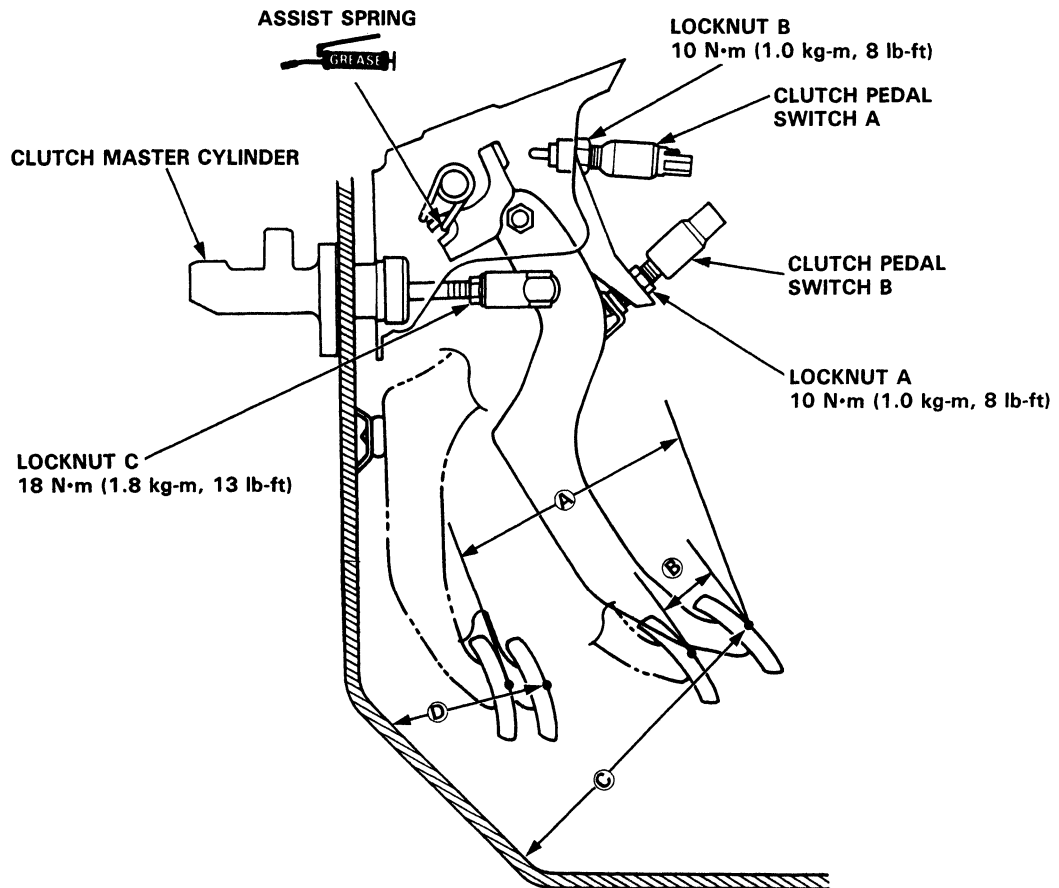
Pedal Free Play

NOTE:

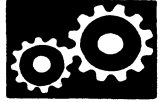
- The clutch is self-adjusting to compensate for wear.
- Total clutch pedal free play is 12–21 mm (0.47–0.83 in)

CAUTION: If there is no clearance between the master cylinder piston and push rod, the release bearing is held against the diaphragm spring, which can result in clutch slippage or other clutch problems.

1. Loosen locknut A, and back off the pedal switch until it no longer touches the clutch pedal.
2. Loosen locknut C, and turn the push rod in or out to get the specified stroke and height at the clutch pedal.
3. Tighten locknut C.
4. Thread in the clutch pedal switch A in until it contacts the clutch pedal.
5. Turn the switch in further 3/4 to 1 full turn.
6. Tighten locknut A.
7. Loosen locknut B and pedal switch B.
8. Measure the clearance between the floor board and clutch pedal with the clutch pedal fully depressed.
9. Release the clutch pedal 15–20 mm from the fully depressed position and hold it there. Adjust the position of pedal switch B so that the engine will start with the clutch pedal in this position.
10. Thread in pedal switch B in 3/4 to 1 full turn further.
11. Tighten locknut B.



- Ⓐ (STROKE AT PEDAL): 135–145 mm (5.31–5.71 in)
- Ⓑ (PEDAL PLAY): 1.0–10.0 mm (0.04–0.37 in)
- Ⓒ (CLUTCH PEDAL HEIGHT): 164 mm (6.46 in)
- Ⓓ (CLUTCH PEDAL DISENGAGEMENT HEIGHT): 83 mm (3.27 in) minimum to the floor.



Clutch Master Cylinder

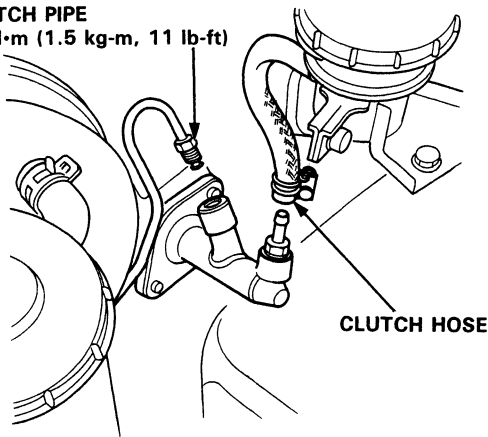
Removal/Installation

CAUTION:

- Avoid spilling brake fluid on painted surfaces, as it may damage the finish.
- Plug the end of the clutch pipe and reservoir hose with a shop towel to prevent fluid from flowing out of the clutch pipe and reservoir hose after disconnecting.

1. The brake fluid may be sucked out through the top of the master cylinder reservoir (see section 19).
2. Disconnect the clutch pipe and clutch hose from the clutch master cylinder.

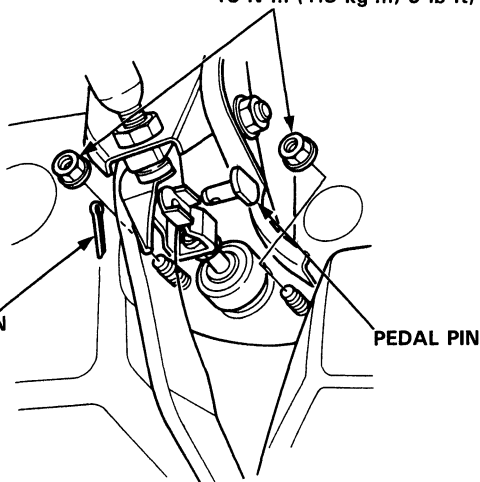
CLUTCH PIPE
15 N·m (1.5 kg-m, 11 lb-ft)



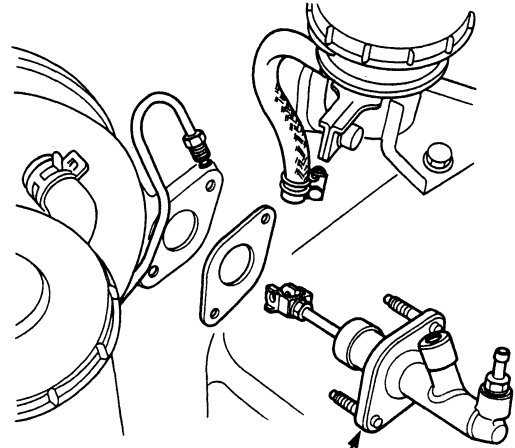
3. Pry out the cotter pin, and pull the pedal pin out of the yoke. Remove the nuts.

NUT
13 N·m (1.3 kg-m, 9 lb-ft)

COTTER PIN
Replace.



4. Remove the master clutch cylinder assembly.



CLUTCH MASTER CYLINDER ASSEMBLY

5. Install the clutch master cylinder in the reverse order of removal.

NOTE: Bleed the clutch hydraulic system (see page 12-6).

Slave Cylinder

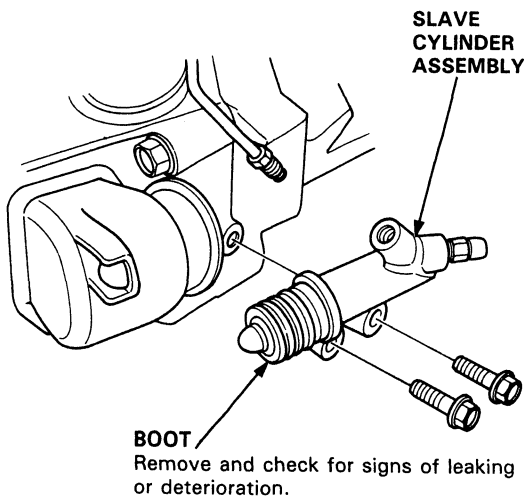
Removal

1. Disconnect the clutch pipe from the slave cylinder.

CAUTION:

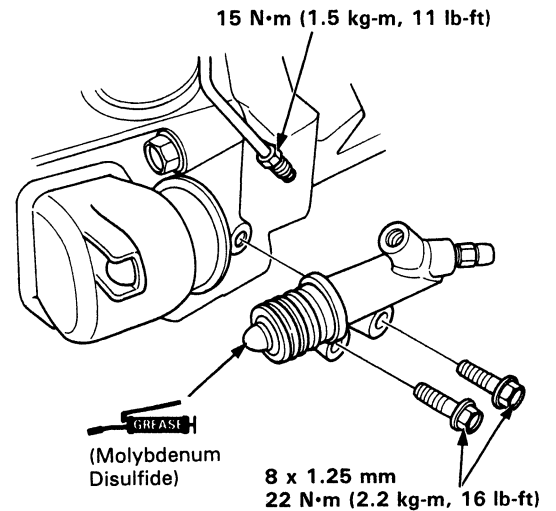
- Avoid spilling brake fluid on the painted surfaces, as it may damage the finish.
- Plug the end of the clutch pipe with a shop towel to prevent brake fluid from coming out.

2. Remove the slave cylinder from the clutch housing.



Installation

1. Install the slave cylinder assembly on the clutch housing.



2. Bleed the clutch hydraulic system.

- Attach a hose to the bleeder screw and suspend the hose in a container of brake fluid.
- Make sure there is an adequate supply of fluid at the master cylinder, then slowly pump the clutch pedal until no more bubbles appear at the bleeder hose.
- Refill the master cylinder fluid when done.
- Use only DOT 3 or 4 brake fluid.

