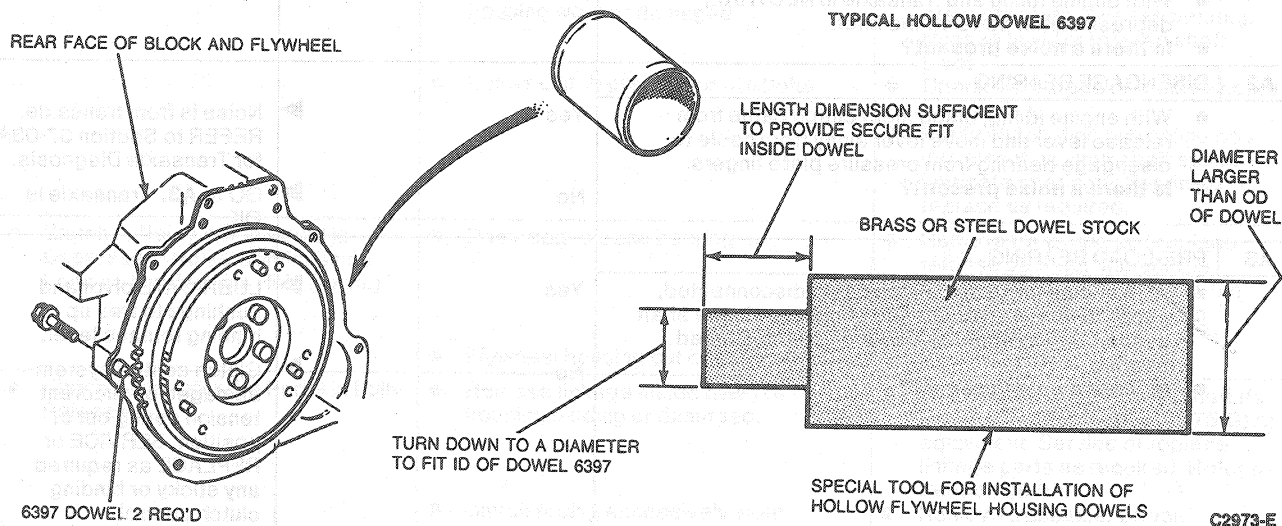


REMOVAL AND INSTALLATION (Continued)

(bearing) 6397-D-10

Hollow Dowels

Installation can be easily accomplished by fabricating a simple tool from steel or brass dowel stock. Insert the tool into the hole in the engine block until it is fully seated. Once seated, check for burrs and remove burrs as needed.



CLEANING AND INSPECTION

Clutch Release Bearing

CAUTION: The bearing is prelubricated and should not be cleaned with solvent.

Wipe all oil and dirt off the release bearing.

Hold the bearing inner race and rotate the outer race while applying pressure. If rotation is rough or noisy, replace the bearing.

Inspect the release bearing assembly for burrs which may cause the assembly to drag on the transaxle bearing retainer. If burrs are found, inspect the transaxle input shaft bearing retainer for evidence of scoring. Polish out burrs and scoring with a crocus pad.

Apply a thin film of Premium Long-Life Grease XG-1-C (ESA-M1C75-B) or equivalent to the bearing retainer, both sides of the release lever fork where it contacts the release bearing hub and retaining springs, and to the release bearing surface that contacts the pressure plate fingers.

CAUTION: Care must always be exercised when applying lubricants to the release bearing, release bearing hub and the release lever fork, as excessive lubricant would contaminate the clutch disc.

Carefully fill the grease groove inside the bearing hub with Premium Long-Life Grease XG-1-C (ESA-M1C75-B) or equivalent (no polyethylene). Clean all excess grease from the bore of the bearing hub as excess grease will be forced into the spline by the transaxle input shaft bearing retainer and will contaminate the clutch disc.

Misalignment between the engine and transaxle can cause release bearing wear and damage.

Clutch Disc

Inspect the clutch disc facings for oil or grease. Eliminate the source of any oil or grease before replacing the disc.

Any excessive amount of lubricant on the release bearing hub will find its way to the disc facings. Too much lubricant in the transaxle or a plugged transaxle vent will force the transaxle lubricant out the input shaft and onto the disc facings. Also, engine rear main bearing oil seal leaks or oil leaks from the flywheel mounting bolts can contaminate the clutch disc.