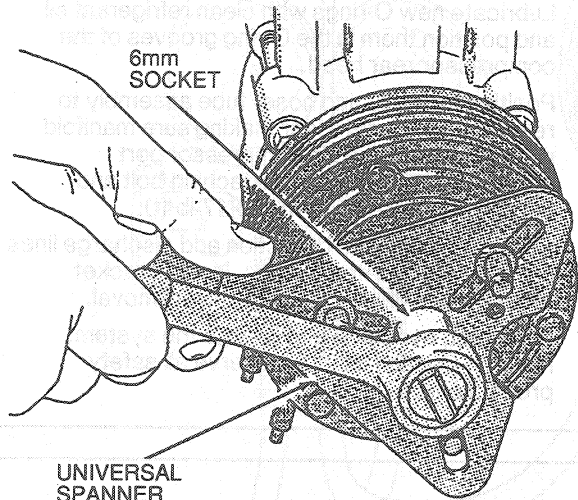


## REMOVAL AND INSTALLATION (Continued)

## Removal

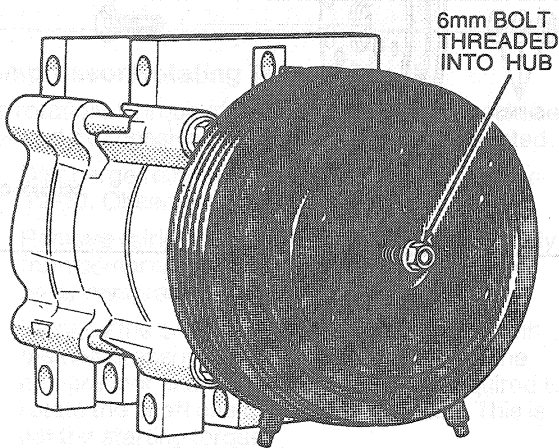
1. Remove the clutch hub retaining bolt. Use Spanner Wrench T70P-4067-A.



UNIVERSAL  
SPANNER  
WRENCH  
HOLDING HUB

L8307-A

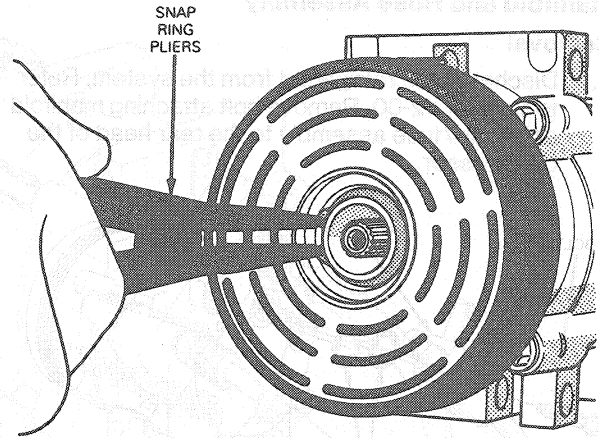
2. Pull clutch hub and shims from compressor shaft. If hub cannot be pulled from compressor shaft, screw a 6mm bolt into the shaft hole of the clutch hub to force the hub from the shaft.



6mm BOLT  
THREADED  
INTO HUB

L8308-A

3. Remove pulley retaining snap ring.
4. Pull the pulley and bearing assembly from compressor.

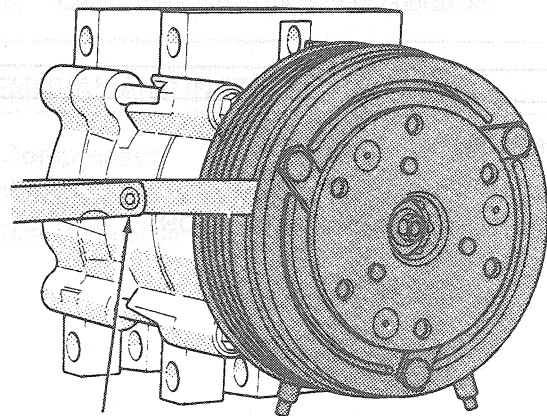


SNAP  
RING  
PLIERS

CCL 3307-A

## Installation

1. Clean pulley bearing surface of compressor head to remove any dirt or corrosion.
2. Install pulley and bearing assembly on compressor. The bearing is a slip-fit on the compressor head and, if properly aligned, it should slip on easily.
3. Install pulley retaining snap ring with bevel side of snap ring out.
4. Place one nominal thickness spacer shim inside the hub spline opening and slide the hub on the end of the compressor shaft.
5. Thread a new 8mm hub retaining bolt into end of compressor shaft. Tighten hub retaining bolt to 11-13 N-m (8-10 lb-ft). DO NOT USE AIR TOOLS.
6. Check clutch air gap between clutch hub and pulley mating surfaces with a feeler gauge. The air gap should be between 0.45 and 0.85mm (0.018 and 0.033 inch). Check at three locations equally spaced around the pulley.



FEELER  
GAUGE

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7. If clutch air gap is not within 0.45 to 0.85mm (0.018 to 0.038 inch), repeat Steps 4 through 6 with various thickness shims until air gap is within specified limits.