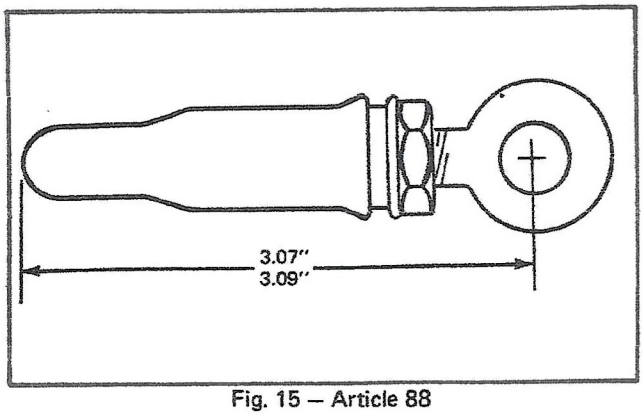

Fig. 15 – Article 88

4. Slacken the lock nut and adjust the screw until a clearance of .102"–.106" is obtained – Refer to Fig. 16. Tighten the lock nut.

NOTE: Clutch pedal height can be varied by adjusting the clutch master cylinder push rod length. The correct setting for this push rod is illustrated on this page, Article 89, titled "Clutch Pedal Effort Reduction Kit".

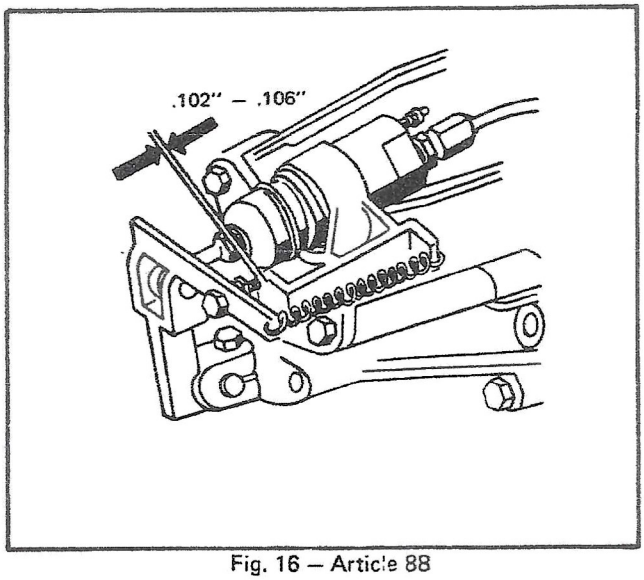

Fig. 16 – Article 88

Article No. 89

CLUTCH PEDAL EFFORT REDUCTION KIT

The following information supplements the fitting instructions contained in TSB No. 6, Article 49:

- Because the new master cylinder push rod contained in the kit is shorter than the original, the return spring fitted around the push rod and under the dust cover, must be discarded. Failure to do so will severely limit pedal movement due to the spring becoming coil bound, with the result that the clutch slave cylinder will have insufficient travel to release the clutch.
- In order to achieve optimum ratio advantage from the intermediate linkage, the new push rod should be set to an assembled length of 2.9 inches as shown in Fig. 17.

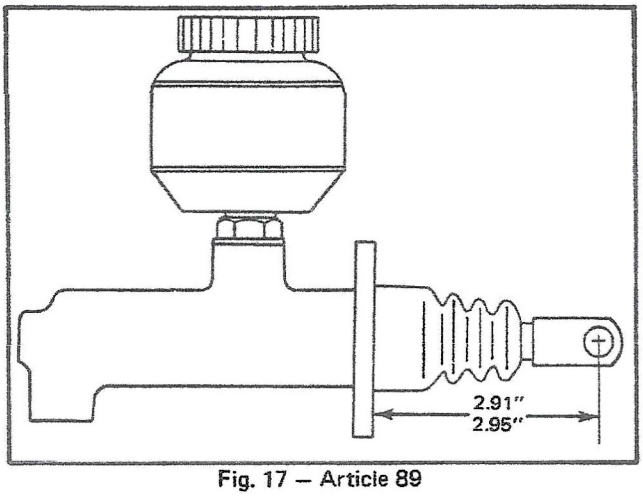

Fig. 17 – Article 89

Article No. 90

CLUTCH WITHDRAWAL MECHANISM

Two areas have been identified which may contribute to reduced clutch release bearing travel and inadequate clearance.

A. The pinch bolt used to retain the clutch release lever to the cross shaft may touch the transmission case at the limit of its travel. Where this condition is encountered, the transmission case flange should be relieved slightly (See Fig. 18) until the interference condition is eliminated.

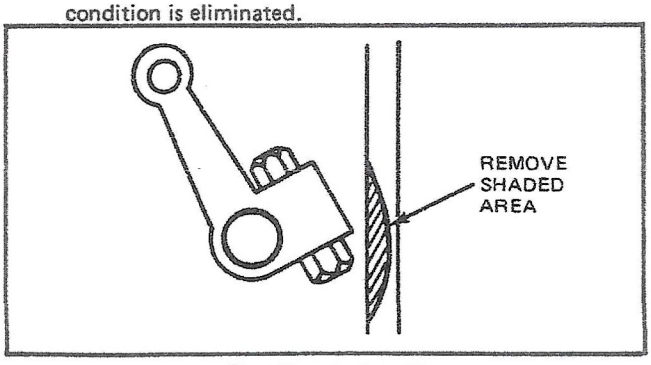

Fig. 18 – Article 90

B. The spring used to retain the clutch release lever fork to the release bearing hub may, if not properly aligned, abut the hub carrier flange and inhibit rearward motion. Whenever a transmission is removed, check that the spring ends are parallel and not inclined inward as shown in Fig. 19.

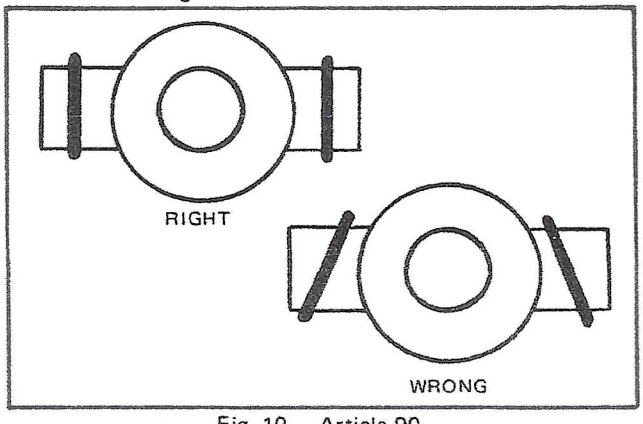

Fig. 19 – Article 90