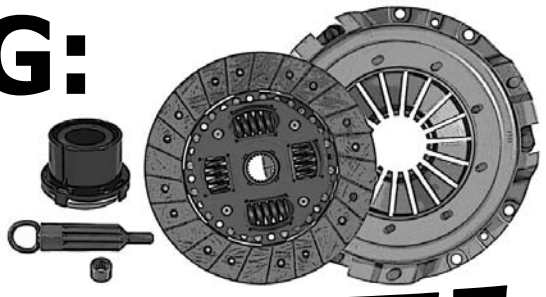


WARNING:

**THIS PAMPHLET
CONTAINS**

GM

IB151



Tech Tips

FOR APPLICATIONS SHOWN BELOW

1987-89 GM A-, J-& L- Body Models IB121

1993-97 Chevrolet Camaro & Pontiac FirebirdIB142

1992-96 Chevrolet Turbo Diesel 6.5L P/U TruckIB139

1984-87 Pontiac FieroIB138

1984-95 Chevrolet - GMC S/T Series Pickup.....IB126

1994-95 Chevrolet - GMC C/K Series PickupIB126

1997-01 Chevrolet CorvetteIB166

1998-01 Chevrolet Camaro & Pontiac FirebirdIB166

1954-95 Chevrolet TrucksIB168

1995-02 Chevrolet Cavalier and Pontiac Grand Am.....IB169

1992-98 Oldsmobile Achieva and Alero.....IB169

***PLEASE READ THOROUGHLY BEFORE INSTALLATION OF
THE COMPONENTS IN THIS SET!***

For Technical Assistance Call 1-800-258-8312

1987-89 GM A-, J- & L- Body Models

HARD CLUTCH PEDAL - HARD TO SHIFT

These vehicles were originally equipped with a metal-lined release bearing, which causes heavy galling and scoring at the contact surface of the aluminum bearing retainer. In extreme cases, the bearing retainer breaks off the transmission housing, causing the release bearing to contact the diaphragm fingers at the wrong angle and destroy the clutch. An updated release bearing with a nylon coated inner sleeve is supplied with this kit, but you still need to replace the input retainer (GM P/N 8672128).



Other areas to troubleshoot prior to installation of this clutch set include:

- > padding beneath carpet behind clutch pedal sometimes bulges and will prevent pedal from going all the way in
- > clutch pedal rod will bend or twist
- > flywheel re-surfaced too much
- > clutch release hydraulic system bad
- > clutch fork prongs are not parallel or have twisted on rod
- > transmission housing has worn where clutch fork rod inserts

1984-95 Chevrolet - GMC S/T Series Pickup

1994-95 Chevrolet - GMC C/K Series Pickup

Clutch Pedal Squeak Noise

A squeaking noise may come from the clutch area when the clutch pedal is not engaged. This noise will stop when a slight amount of pressure is applied to the pedal. The noise may be confused with a noisy clutch release bearing.

This noise is usually caused by a dry clutch fork pivot ball stud which causes metal to metal contact with the clutch fork. This will also cause extreme wear and allow the pivot ball to become out of round. As a result, the fork will not rotate properly causing release problems.

GENERAL MOTORS now offers a "Greaseable Ball Stud" that will enable lubrication without removal.

For full details please contact your local dealership and refer to "Technical Service Bulletin" # 16-73-01 for the C/K trucks or #56-73-01 for the S/T trucks.

1992-96 Chevrolet /
GMC

6.5L Turbo Diesel

Pickup Truck

CHECKING the DUAL MASS FLYWHEEL

This vehicle uses a Dual Mass Flywheel (DMF) primarily designed to protect the transmission during high torque spikes created by the diesel engine. If you are not replacing the DMF at the time of the time of this clutch replacement, you should be aware that it is not recommended to resurface the DMF. The DMF uses a damper spring cage, just like a clutch disc, and is often the primary reason for clutch slippage. Please check it thoroughly for rattle, hot spots, or heat cracks. The plastic spring retainers on each end of the damper springs will sometimes begin to melt under excessive heat, you should make sure they are intact.



For the "mechanically inclined" there is a way to check the DMF for torque holding capacity. You will need to make a special tool you can attach to the center hub of the DMF. Use some type of drive pin that will fit in the mounting holes so the DMF can actually be bolted to the tool. There must also be a way to attach a torque wrench to your tool.

First, bolt the friction surface of the DMF to a bench (something very stationary) using the pressure plate mounting holes. Then using the torque wrench, try to rotate the DMF until it slips or you reach 440 ft. lb. of torque.

NOTICE:

We do not recommend using "Solid Flywheel Option" replacements in any of these vehicles. The DMF was designed to protect the transmission and without the extra dampening capabilities, the lifespan of the NV4500 transmission is seriously threatened.

**1993-97 Chevrolet Camaro
Pontiac Firebird**

The cover assembly in this set must be installed in the same position on the flywheel as the one you are replacing. Prior to removing the original unit, locate the paint spot, usually yellow, and mark the flywheel so the new unit can be mounted in the same location. This will avoid possible excessive drivetrain vibration.

**1984-87
Pontiac Fiero**

These vehicles have experienced an extreme amount of clutch release problems, some of which include:

Clutch pedal deflection or bent clutch pedal standoff bracket.

Stamped steel fork which should be replaced with a cast iron version.

Carpet padding unusually thick, preventing clutch pedal from making its full travel.

Air getting in the hydraulic release system, replace Slave and Master Cylinder and we recommend power bleeding.

Components needed to repair most of these problems should be available through your GM Dealer, however it has been our experience that since the model has been discontinued, so too have many of the parts. Just something we'd like you to be aware of before you begin the installation.

For more details refer to GM bulletin # 87-7-55

1997-01 Chevrolet Corvette

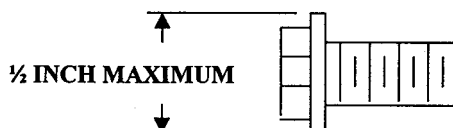
1998-01 Chevrolet Camaro & Pontiac Firebird

The drivelines in all of these vehicles are unusually sensitive to vibrations. For this reason, the flywheels have been designed to accommodate up to 24 balance weights to eliminate vibration.

When replacing the flywheel, the external factory balance on the engine must be maintained. To do this, remove the existing flywheel and place it beside the new one so that both flywheels are in the same position relative to crankshaft dowel. Place the new balance weights in the same locations on the engine side of the new flywheel as the old balance weights were placed on the one you removed from the vehicle.

1954-95 Chevrolet Trucks

Before installing this clutch set, check the cover assembly mounting bolts. The cover assembly in this set is designed to be used with mounting bolts that have a maximum shank diameter of $\frac{1}{2}$ inch. Some later model GM bolts are up to $\frac{3}{4}$ inch in diameter and cause interference if used with this cover assembly.



DO NOT USE LOCK WASHERS OR FLAT WASHERS WITH THE COVER ASSEMBLY MOUNTING BOLTS.

FAILURE TO USE THE PROPER MOUNTING BOLTS WILL RESULT IN A CLUTCH THAT WILL NOT RELEASE PROPERLY AND WILL VOID WARRANTY.

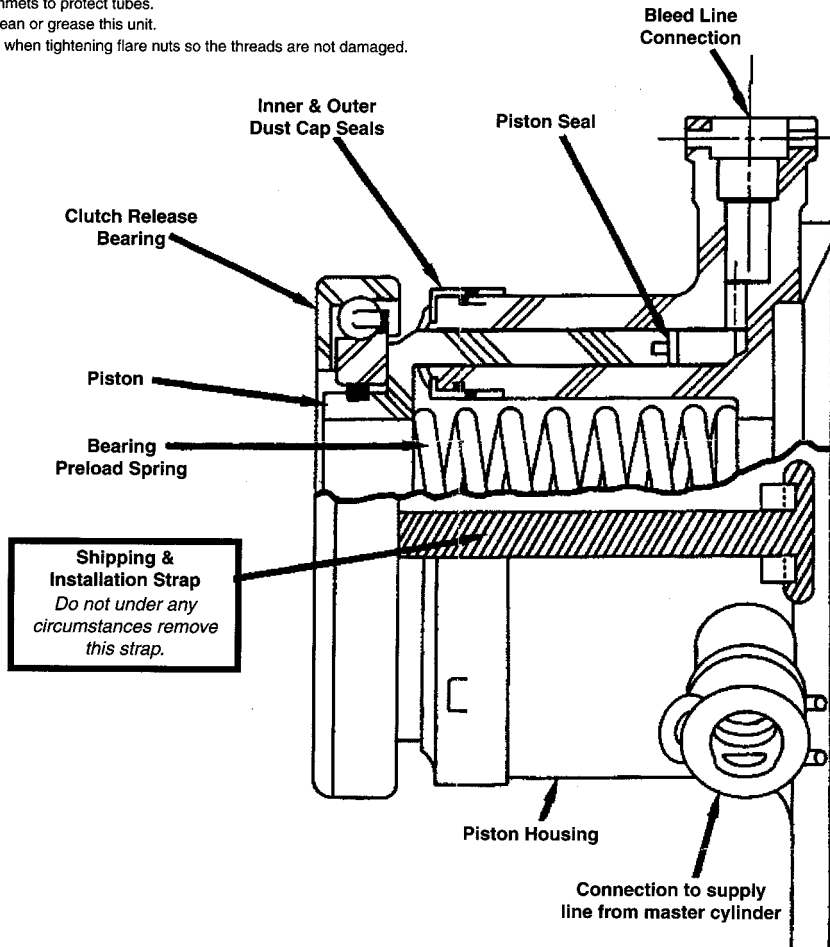
1995-02 Chevrolet Cavalier
1992-98 Oldsmobile Achieva
1999-01 Oldsmobile Alero
1992-01 Pontiac Grand Am

Hydraulic Clutch Assembly

PLEASE READ BEFORE INSTALLING

- 1.) Do not cut or remove straps. Piston seal damage may result. The straps are designed to break when the clutch is first actuated.
- 2.) Do not push or pull on the bearing. Piston seal damage may result.
- 3.) Use only new, clean, DOT-3 Brake Fluid.
- 4.) Bending tubes is not necessary. Do not remove tubes or snap pins. Leakage may result.
- 5.) Keep unit clean. Do not drop.
- 6.) Use grommets to protect tubes.
- 7.) Do not clean or grease this unit.
- 8.) Use care when tightening flare nuts so the threads are not damaged.
- 9.) Be sure to use the pin and retaining nut enclosed. Do not re-use existing pin and nut.
- 10.) Bleed system. Air in system prevents disengagement.
- 11.) If bearing and piston assembly is pushed out of the housing, DO NOT reassemble. Replace the unit.

Failure to heed the above recommendations may result in reduction of assembly life. Please consult the manufacturer's shop manual for additional procedures and specifications.



Caution: Do not under any circumstances push or pull Clutch Bearing Assembly.