

PIVOT BALL & CLUTCH ADJUSTMENT COMMODORE [V6 & V8]

This bulletin relates to V6 & V8 Commodores fitted with MC6, MC20 & MC21 Gearboxes

Bearing Noise – Fork Rattle



The forks in these vehicles are fitted with rubber absorbers at the contact points with the bearing.

Over time these rubber absorbers wear and the fork will then drop down and rattle against the window of the bellhousing.

BEARING NEEDS TO BE A TIGHT FIT!

MC6 Gearbox is identified by the gear lever mounted into the extension housing, enclosing the gear change rods.

With the clutch removed measure the distance from the clutch housing front face to the top of the clutch fork ball stud. For V6 engines this distance is equal to 102mm & for V8 vehicles, this distance is 105mm

Please Note: The gearbox guide sleeve is also prone to wear in these vehicles which may cause inconsistent clutch operation or bearing noise. Check and replace if necessary.

MC20 / MC21 Gearboxes are identified by the gear lever mounted on a bracket with the gear change rods exposed.

With the clutch installed and the gearbox fitted, push the fork forward until the bearing just touches the diaphragm. Measure from the clevis hook on the clutch fork to the rear face of the bellhousing.

For V6 the measurement is 39mm and for V8 vehicles the measurement is 48mm

Please Note: The clutch cable adjustment is required before the clutch is operated. This will prevent any damage to the clutch.

Clutch Cable Adjustment

After the previous adjustments have been made, it is now required to set the correct pedal height in the vehicle.

With the floor covering removed and light pedal effort to just touching the diaphragm, measure from the top of the pedal to the floor. This measurement should be between 166 – 170mm