

PULL TYPE CLUTCH REMOVAL – SUBARU

These vehicles are fitted with a pull-type clutch. Although this is not new technology, all pull-type clutches have unique disassembly / assembly procedures to take note of as the release bearing locks into the diaphragm of the cover assembly. The release bearing must be disengaged from the clutch fork before the gearbox is removed.

1. Remove parts to access then remove the starter motor.
2. Behind where the starter motor was is a threaded plug approx. 25mm in diameter, please remove using a 10mm allen key
3. Inside the plug is a cross shaft which secures the release fork. This shaft is threaded and will take a 6mm bolt to assist in removing the cross shaft by pulling it out
4. With the shaft out the fork can now be lifted up and moved to disengage from the release bearing.
5. The gearbox can now be removed and the clutch and flywheel can be removed from the engine.
6. **Take note of the clutch fork as it has a bush and this bush is prone to wear; also the fork is cast iron and can flatten out on the contact point to the release bearing. It needs a dome to operate correctly, without it shudder will be experienced with a newly installed clutch. Replace if necessary**
7. Thoroughly clean and wash the bellhousing and lightly grease the fork tips and thrust bearing.
8. Bolt the machined flywheel and new clutch to the engine.
9. Fit the new release bearing to the fork and check smooth operation on the guide sleeve. Remove excess grease a
10. Push the fork so the release bearing is at the back of the bellhousing (DO NOT assemble the bearing into the cover assembly)
11. Re fit the gearbox and cross shaft and push the fork in the opposite direction to its normal operation and the release bearing will lock into the cover assembly.
12. Before bolting the slave cylinder back it is advised to gravity bleed the hydraulics as the bleeder nipple is at a low point which makes removing trapped air difficult.