

Important Fitment Advice No.1

“Pull Type” Bearing Fitment

Do **NOT** fit the bearing into the cover before installing the gearbox.

(If the bearing is locked into the cover before the gearbox is re-attached – it becomes very difficult to assemble and may result in bearing damage).

Fit the bearing onto the release arm, re-install the gearbox and then lock into the cover.



Important Fitment Advice No.2

Correctly Positioned Bearing Guide Sleeve

If the nylon guide sleeve (which initially fits over the locking circlip) is dislodged during transportation or fitment, the clutch may not assemble correctly.

The illustration below (Figure 1) shows the nylon guide correctly positioned prior to installation. This guide slides backwards during fitment and releases the locking circlip behind the cover assembly bearing collar.

If the nylon guide has become dislodged (Figure 2), the retainer circlip may not 'click' into place correctly and the bearing could separate from the cover.

If the bearing guide sleeve is incorrectly positioned (Figure 2) remove the snap ring and plastic collar, refit snap ring and then refit the collar over the snap ring.



Figure 1

Figure 2