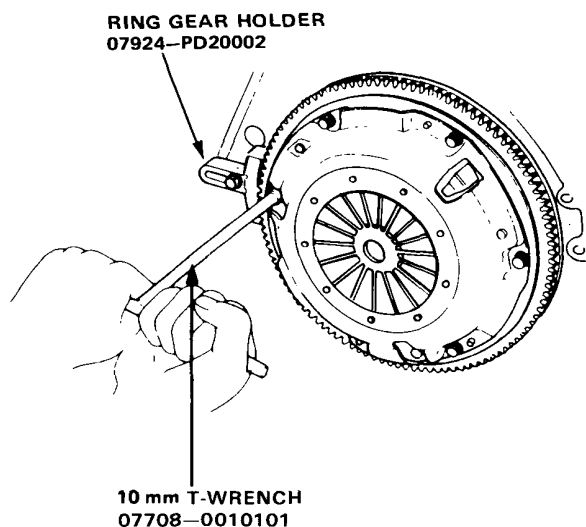


Pressure Plate

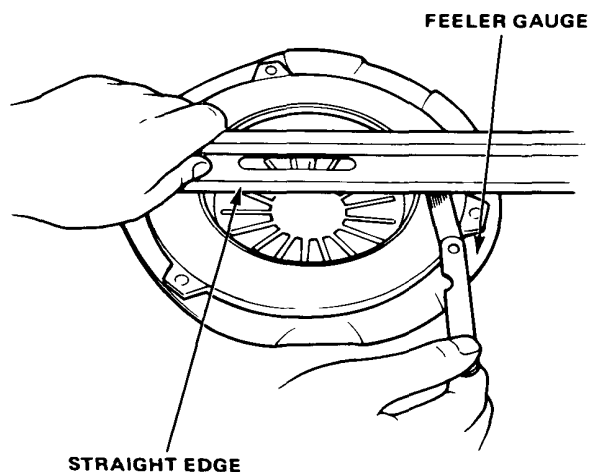
Removal/Inspection(cont'd)

4. To prevent warping, unscrew pressure plate mounting bolts two turns at a time in a criss-cross pattern using a 10 mm T-wrench, then remove pressure plate and clutch plate.



5. Inspect pressure plate surface for wear, cracks, or burning.
6. Inspect for warpage using a straight edge and feeler gauge.

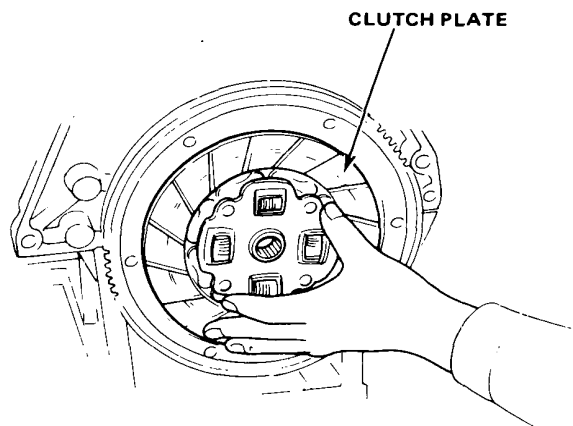
Standard: 0.03 mm (0.001 in.) max.
Service Limit: 0.15 mm (0.006 in.)



Clutch Plate

Removal/Inspection

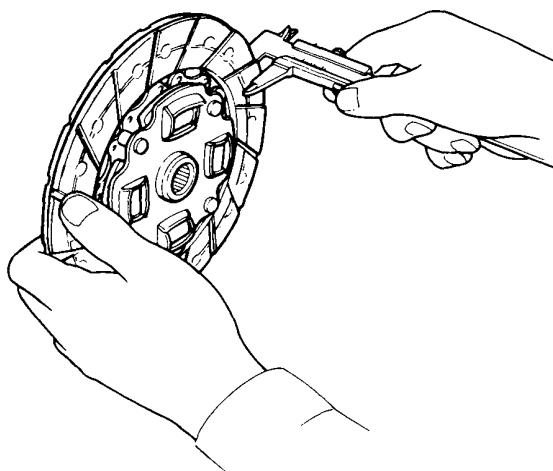
1. Remove clutch plate.



2. Inspect lining for signs of slipping or oil. Replace if burned black or oil soaked.
3. Measure clutch plate thickness.

Clutch Plate Thickness:

Standard: 8.1–8.8 mm (0.32–0.35 in.)
Service Limit: 5.7 mm (0.22 in.)





Flywheel

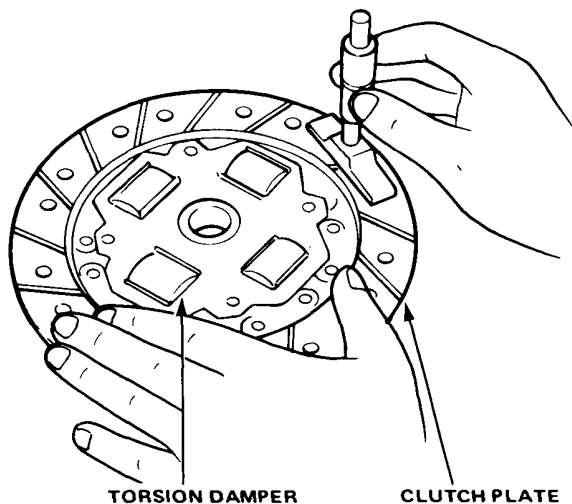
Inspection/Removal

4. Check for loose rubber torsion dampers. Replace clutch plate if any are loose.
5. Measure depth from lining surface to rivets, on both sides.

Rivet Depth:

Standard (New): 1.3 mm (0.051 in.) min.

Service Limit: 0.2 mm (0.008 in.)

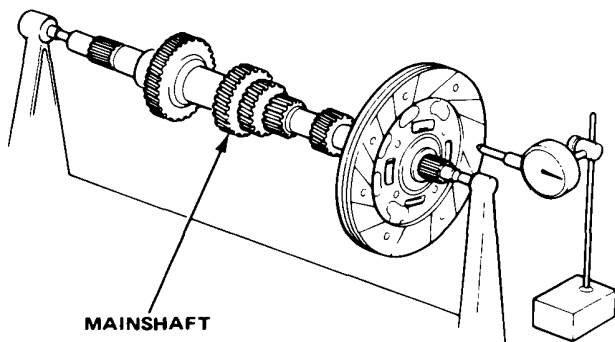


6. Measure the clutch plate runout with the mainshaft and a dial indicator.

Clutch plate runout:

Standard: 0.8 mm (0.031 in.) max.

Service Limit: 1.0 mm (0.039 in.)



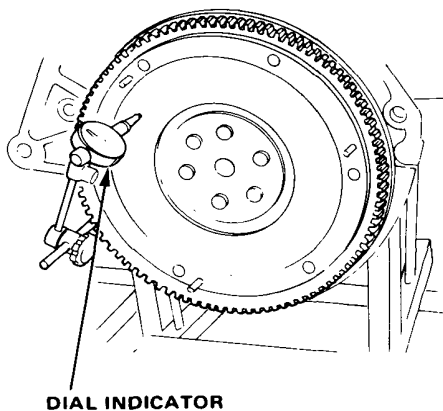
1. Inspect ring gear teeth for wear or damage.
2. Inspect clutch plate mating surface on flywheel for wear, cracks or burning.
3. Measure flywheel runout using dial indicator through at least two full turns. Push against flywheel each time you turn it to take up crankshaft thrust washer clearance.

NOTE: Runout can be measured with engine installed.

Flywheel Runout:

Standard (New): 0.05 mm (0.002 in.) max.

Service Limit: 0.15 mm (0.006 in.)



4. Remove six flywheel mounting bolts and flywheel.

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