

Correct Procedure for Clutch Lever Installation

P/N MD-401-2002 & MD-401-2003

Install the Fork onto the fulcrum stud.

Apply high-pressure wheel bearing grease to both the ball-end of the stud and the recess pocket of the fork.

Do not allow the tangs to extend to the side. The tangs **MUST GO UNDER** the ball-end of the pivot stud. Use both hands as necessary.

NOTE: If the tangs push-out to the side there is a risk the tangs will break.



Above is the pivot stud correctly attached to the fork (not attached to the bell)

(grease not shown here)

Install the Throw-Out Bearing.

Apply high-pressure wheel bearing grease to the inside recess area of the Throw-Out bearing. The recess area is all the way around and not very deep. – Red arrow shown below. You will not need a lot of grease here.



Then apply high pressure wheel bearing grease to the contact surface of the clutch fork and throw-out bearing interface surface before installing – Red arrow shown below.



BE SURE THE INSTALLATION OF THE THROW-OUT BEARING ONTO THE CLUTCH FORK IS CORRECT.

THIS IS HOW:

The throw-out bearing has a detent bump. People ask which way does it go?

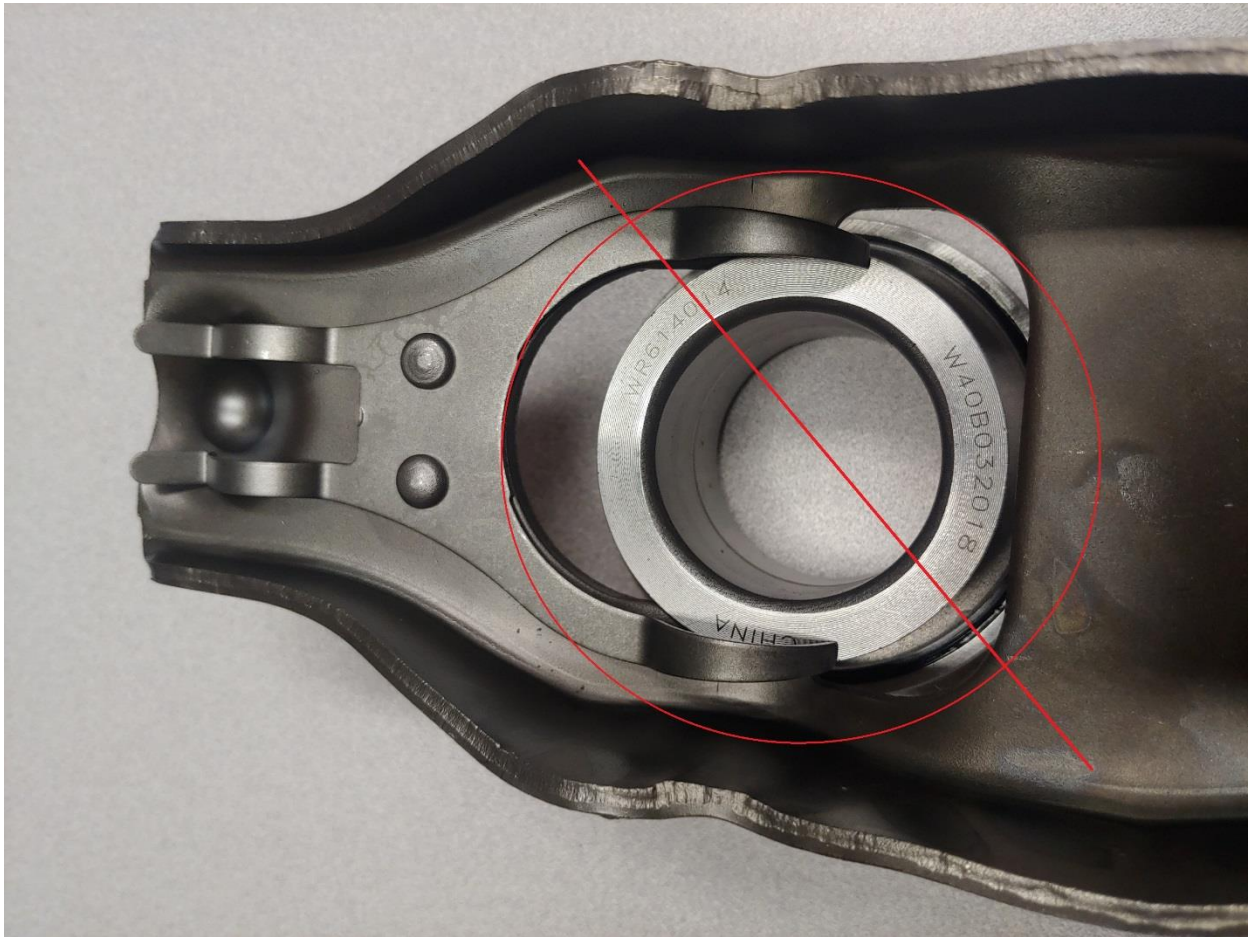
From a functional standpoint it does not matter, the bump is only there to keep the bearing from spinning on the guide tube of the transmission.

However, if it is installed with the detent bump facing the pivot stud... should the bearing start to cause too much resistance (pre-failure) it will want to rotate on the tube and try to kick the clutch lever "up" and you will hear/see/feel movement.



Shown above is the **CORRECT** way to install the bearing. The spring-ends must be under the bearing surface with the red arrow. The red arrow simulates the detent bump position when installed.

Shown below is an example of the **WRONG** way to install the bearing.



For further assistance please contact:

Modern Driveline

tech@moderndriveline.com

208-453-9800

Modern Driveline

208-453-9800

tech@moderndriveline.com