



CLUTCHTECH



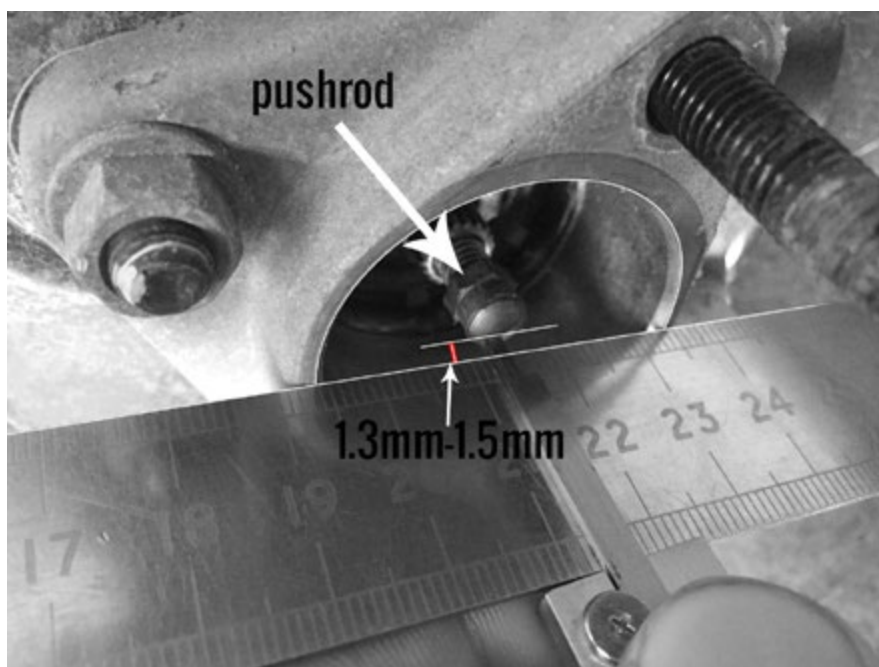
TSB-165

Nissan Patrol GU & GQ Clutch Release System Inspection and Adjustment

The Patrol utilises 3 main adjustment points on the hydraulic system that can cause release or slipping issues if adjusted incorrectly.

Clutch Vacuum Booster

The first is the vacuum booster that can be a hidden cause of inability to select gears if adjusted incorrectly. If difficulty in changing gears or non-release is experienced, inspect the adjustment of the pushrod on the master cylinder side of the booster. If the pedal effort is higher than expected the diaphragm in the booster should also be inspected for punctures that may be causing a leak in the vacuum booster.



The correct adjustment for the booster can be determined by placing a straight edge ruler etc. across the face of the mounting adaptor and measuring from this face to the pushrod. This measurement should be between 1.3 and 1.5mm. If this is not the case, adjust the pushrod height by turning the adjusting rod. If a non-genuine version of the master cylinder is used. Adjust the pushrod until it just touches the piston of the master cylinder.

Clutch Pedal & Pushrod Adjustment

When fitting a new clutch, in some cases it is necessary to adjust the clutch pedal to improve the release characteristics or engagement point. The pedal may need to be adjusted when installing a heavy duty clutch that requires more release travel or when the pedal was previously adjusted away from the factory settings.

1. Alter the pedal height by adjusting the bolt behind the clutch pedal.



2. Ensure that the locking nut is tightened back against the bracket to avoid unwanted adjustment when the clutch pedal is used.



- 3) Adjust the pushrod from the master cylinder to the pedal by undoing the locking nut and rotating the pushrod. This should still remain slightly free and should be able to be wiggled by hand. This is to ensure that there is no excess pressure on the master cylinder. Tighten the locking nut to ensure that the pushrod does not adjust as the clutch is operated.

- 4) Underneath the vehicle, make sure that the slave cylinder can be depressed by hand and that it pushes fluid back up to the master cylinder. This ensures that the bearing does not hold on to the clutch diaphragm as the clutch wears.

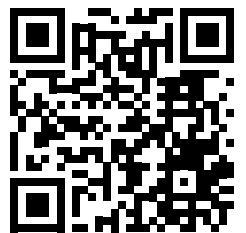


Clutch Fork

Often the pivot ball and clutch fork can see significant wear when the vehicle has been used in rough conditions or is high mileage. It is important to clean, inspect and re-lubricate the pivot ball and fork pivot when replacing the clutch.



youtube.com/watch?v=t4wyQmf5kbo



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