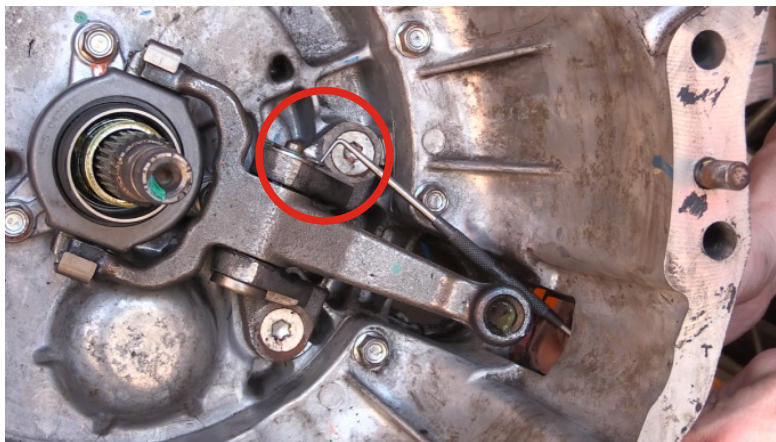
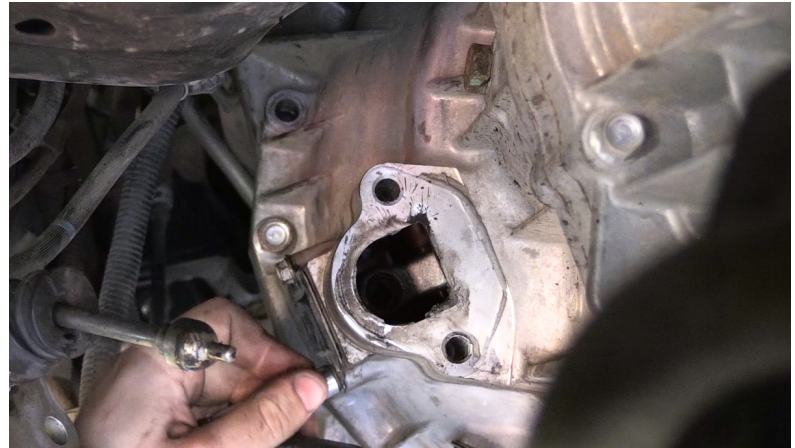




TSB-238

Colorado, Rodeo, Trooper, DMAX Transmission Removal & Installation

With the slave cylinder removed, undo the 2 bolts for the blanking plate on the left hand side of the bellhousing.



Place a pick inside the bellhousing and pull the R clip out from the top of the cross shaft.

With a flat head screwdriver, pry the cross shaft down so it drops into the bellhousing.

The transmission can then be removed from the engine. The clutch fork will drop off the transmission and separate from the bearing as the transmission is removed.

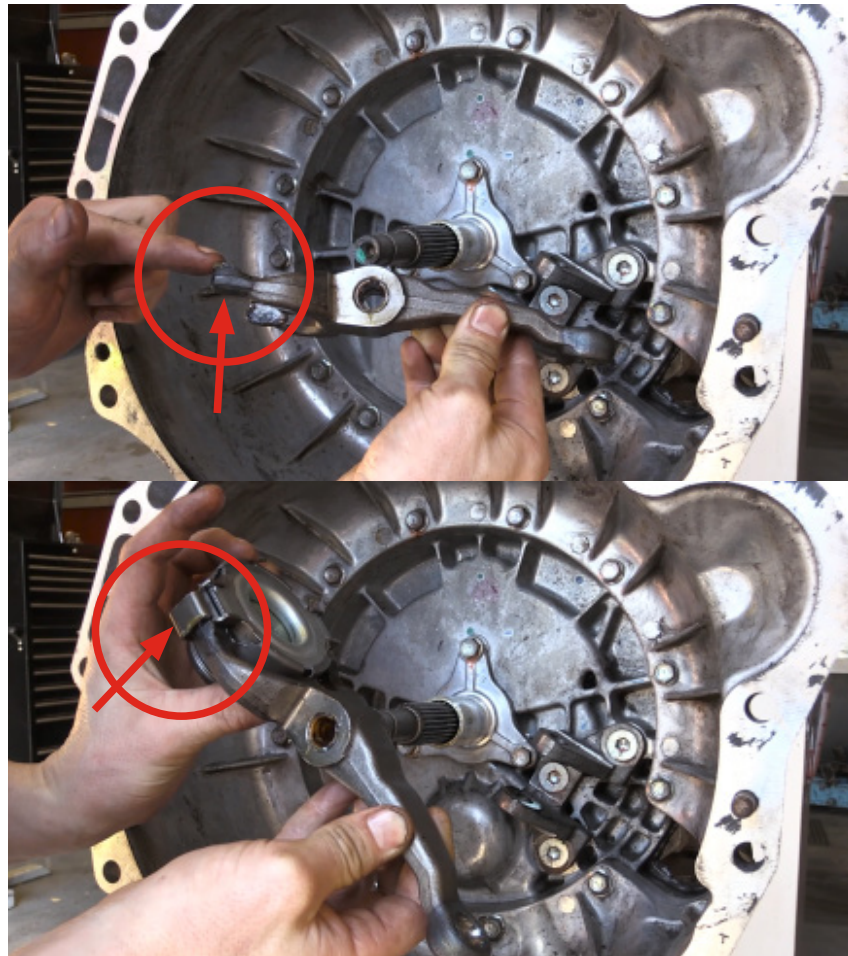


Before Transmission Installation

Clean the inside of the bellhousing of any old clutch dust or grease. Lubricate all points of constant contact including the spline as per the video by scanning the QR code below.

Fitment of Clutch Fork and Release Bearing

Ensure the **rounded contact points of the clutch fork are installed facing the transmission**. Failure to do so may result in hard/ high pedal pressure, dislodging the release bearing, clutch slipping etc.



Slide the cross shaft in from the bottom. Re-install the washer and R-clip into the cross shaft and check for a smooth operation.





After Mounting Transmission

From outside the bellhousing, push the fork towards the back of the vehicle. The bearing should neatly clip into the diaphragm. Check that the bearing is clipped in securely by mounting the slave cylinder and operating the pedal. Check for full disengagement **before re-assembling the remainder of the vehicle.**



When replacing the clutch system in these vehicles it is important to inspect all other hydraulic components in the system as routine maintenance. The clutch slave cylinder can fail causing improper hydraulic fluid displacement. As a result, clutch slip might be experienced along with premature clutch failure. This may also cause incorrect disengagement of the clutch.

ACS recommend a total inspection of the hydraulic system ensuring the slave cylinder and master cylinder are not holding hydraulic pressure. If, after all necessary adjustments, the slave cylinder still has excessive hydraulic fluid pressure, replacement or repair should be undertaken.

Replacement slave and master cylinders are available from your ACS (ClutchPro & Xtreme) Distributor.



Part no: SCGM025



youtube.com/watch?v=b7BXFFePpOU



Scan with a QR app on your smart phone

LEADING BRANDS



For further support, please contact your distributor and/or visit our website.

AU site: australianclutch.com.au
US site: xclutchusa.com

