



TSB - N103

Clutch Problems Caused by Worn Release Bearing Retainer Clips

Applies to all ClutchPro Nissan kits

When fitting a clutch to Nissan Pulsar/EXA, Maxima and 2.5/2.7 Diesel vehicles the spring steel release bearing retainer clips on the clutch release fork should be replaced with new parts in order to prevent clutch problems caused by failure of the clips in the vehicle.

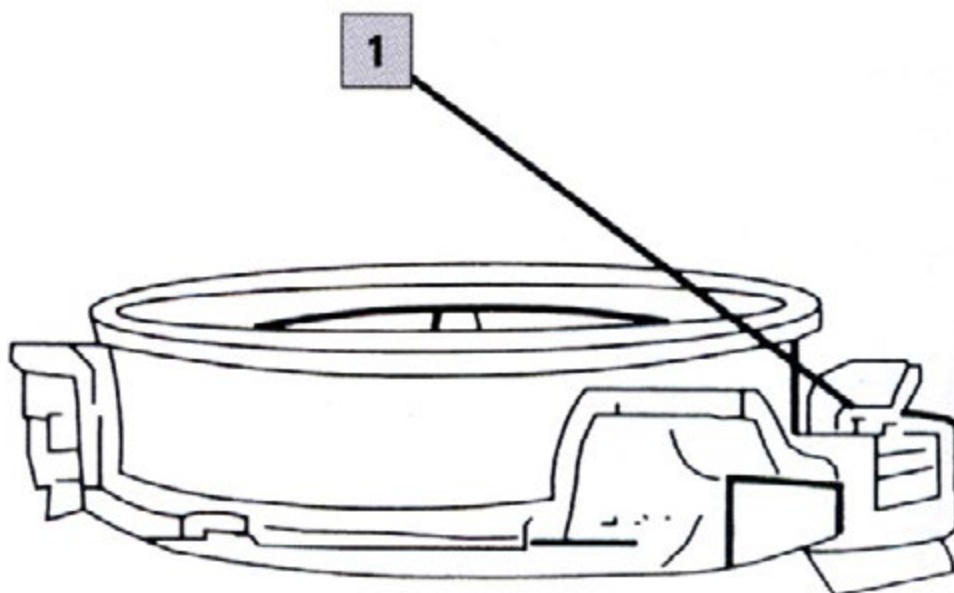
The retainer clips are generally found to be severely worn due to constant contact with the clutch release fork and are seldom replaced with new parts when a new clutch is fitted. Worn clips may break while in operation in the vehicle, causing the release bearing to separate from the clutch release fork. The loose release bearing will then rotate on the gearbox input shaft sleeve and jam between the clutch release fork mounting lugs, preventing the clutch from operating.

In some cases the loose clutch release fork can come into contact with the cover assembly diaphragm, causing severe damage to the diaphragm fingers and immediate clutch failure.

When fitting a clutch to these vehicles the retainer clips should be carefully inspected for wear or damage and replaced if necessary before fitting the release bearing in order to prevent future clutch problems.

The retainer clips on the clutch release fork are supplied on some of the release bearings. ClutchPro keeps a range of retainer clips.

The release bearing retainer clip and its location are indicated by point 1 on the sketch below.



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