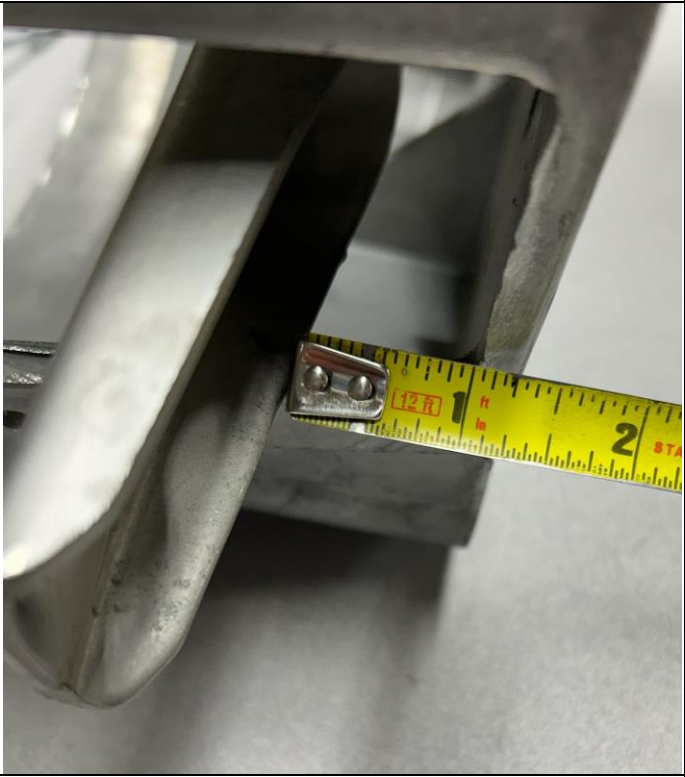







1.	<p>If the clutch pedal is equipped with a clutch pedal assist spring it will need to be removed. Remove clutch pedal spring from above pedal hanger by removing the mounting bolts to allow the spring to unload.</p> <p>Caution should be used while removing the spring! The spring is no longer needed as the pressure plate is the return spring. DO NOT RE-INSTALL.</p>	<p>Now would be a good time to inspect the clutch pedal bushing condition for wear or to install a roller bearing kit.</p>
2.	<p>Check the lever (fork) position in the bell housing. The back edge of the lever should be about 1" from the back edge of the aluminum bell opening, give or take 1/4".</p> <p>This makes sure the lever position will support the cable movement to release the clutch, the cable is not too short, and the lever will not interfere with the front edge of the bell housing when actuated.</p> <p>The fork can be adjusted by removing or adding additional lock washer under the pivot stud.</p>	
3.	<p>Remove the hardware from the cable end as shown, plus the last washer and nut.</p> <p>From under the vehicle, pass the pedal-end of the clutch cable through the original clutch rod hole in the firewall / toe board, near the steering column.</p> <p>Re-install one jamb nut and one washer on the cable as shown, before passing thru the bracket. Attached the long leg of the bracket to the firewall with your hardware. See the picture in the next step.</p>	

4.	<p>On the topside of the firewall bracket install one washer and one nut on the cable housing.</p> <p>Install the jamb nut and rod-end onto the end of the cable. Thread the rod-end completely on the cable. Leave all nuts just snug, cable housing adjustment may be necessary.</p> <p>Attach the rod-end to the pedal arm with the supplied 3/8"-16 bolt, nut, and washer. The washer will go between the pedal arm and the rod-end.</p> <p>Tighten to remove all bolt free-play.</p>	
5.	<p>Under the vehicle, loop the cable down towards motor mount of the truck, then towards the front of the bell housing and clutch lever.</p>	

<p>6.</p> <p>Remove the clutch lever jam nut from cable. Route the cable end and housing thru the tab on the bell housing.</p> <p>If a scatter shield is used, make sure to add a spacer or washer (not supplied) to take up the gap.</p> <p>Install C-clip on the cable housing to hold it to the bellhousing.</p> <p>Test for clearance and cable movement prior to attaching to clutch lever (fork).</p> <p>From under the dash pull the clutch pedal against the up-stop. The rod-end should not bottom-out on the cable end.</p> <p>Adjust cable housing to provide approximately 1/2" clearance between the cable housing end and the cable-end.</p> <p>Press the pedal to the floor.</p> <p>At the bell housing the cable end should not touch the end of the cable housing.</p> <p>With cable set-up properly, you should see approx. 1.3" of cable travel at end that connects to the clutch fork.</p> <p>Once adjusted tighten all jamb nuts.</p>	 <p>The top photograph shows a close-up of the cable end with a jam nut and a small washer. The middle photograph shows the cable being routed through the bell housing. The bottom photograph shows the cable with a C-clip installed on the housing.</p>
---	---

<p>7.</p>	<p>Route the cable-end thru the outer hole in the clutch lever.</p> <p>Assemble the convex nut to the backside of the clutch lever on the cable end, followed by the jamb nut.</p> <p>No hardware will be installed on the front side of the clutch lever.</p> <p>Holding the pedal against the up-stop and the lever against the pressure plate... hand tighten the convex nut to the back side of the clutch lever. Hold the convex nut and tighten the jamb nut.</p> <p>There should not be any free-play.</p> <p>DO NOT leave a gap for the t/o bearing or add springs to this system. That is old school. This type of t/o bearing used in this system is a constant-contact type bearing.</p>	
<p>8.</p>	<p>Skip this step for steel scatter shields.</p> <p>For aluminum bellhousing, slide clutch lever cover in place and install self tapping screw.</p> <p>Modern Driveline offers this part as a separate purchase but is not a mandatory item. P/N MD-401-2005.</p>	
<p>9.</p>	<p>A one-inch air gap minimum is required for cable routing clearance to exhaust.</p> <p>Depending on exhaust system, it is recommended to mount the clutch cable housing clamp, bolt, washer, and stand-off to the third oil pan bolt forward, from the rear of the pan. Position the heat shield to provide the most protection from the exhaust. It is important to keep the cable housing as straight as possible.</p>	

	<p>*** MAKE SURE THE CABLE *** DOES NOT TOUCH THE EXHAUST. ANY CABLE DAMAGE FROM EXCESSIVE HEAT WILL NOT BE WARRANTED!!</p>	 <p>Shown this routing is too close to the exhaust.</p>
10.	<p>Check clutch pedal movement for full travel. Before starting the engine, raise the rear tires off the ground, push the pedal down and put the transmission in 4th gear. Rotate the driveshaft (not the tires) by hand. Some dragging may be heard, that is okay.</p> <p>Confirm the clutch pedal has complete travel to the floor without any binding or flex in the system. If the pedal is hard to push, double check routing of the cable. Cable should be as straight as possible. Side loading of the cable will cause the cable to fail prematurely.</p>	<p>Test drive! Refined adjustment can be done at the L bracket, rod-end, or clutch lever. Rod-end must maintain a minimum of 7-threads engagement.</p> <p>Natural position of the clutch re-engagement is about 1/3 of the pedal travel up from the floor. This is checked with the engine running and vehicle on the ground (not on jack stands, behavior is different).</p>

**Thank you for purchasing Modern Driveline.
For more information please call 208-453-9800 M-F 8-5 Mountain Time.**

