



TECHNICAL
SERVICE
BULLETIN
NO. 2502

**HONDA CLUTCH
STEPS FOR INSTALLATION**

1. The ARI flywheel is machined to the correct specification. If you are not using an ARI flywheel then check to see that your flywheel has had both the mounting and friction surfaces machined to reflect the proper tolerance between the two as indicated in the table below:

<u>ARI #</u>	<u>STEP</u>	<u>ARI #</u>	<u>STEP</u>	<u>ARI #</u>	<u>STEP</u>
20-08000	.016↓	20-08011	.069↓	20-08107	.024↓
20-08001	.902↓	20-08012	.064↓	20-08109	.105↓
20-08003	.030↓	20-08013	.112↑	20-08111	.070↓
20-08004	.785↓	20-08014	.069↓	20-08112	.064↓
20-08005	.067↓	20-08016	.067↓	20-08113	.112↑
20-08006	.615↓	20-08017	.202↓	20-08207	.024↓
20-08007	.024↓	20-08018	.067↓	20-08212	.064↓
20-08008	.033↓	20-08019	.108↑	20-08213	.112↑
20-08009	.105↓	20-08021	.065↓	20-08307	.024↓
20-08010	.016↓	20-08103	.030↓	20-08407	.024↓

2. NEVER USE POWER TOOLS when installing a new clutch. Use ONLY hand tools and torque using a crisscross pattern.
3. Vehicles with 40,000 miles plus that do not have a pilot bearing need to have the following items checked:
- Input shaft free play.
Honda has many applications that do not come equipped with a pilot bushing/bearing. This creates intense pressure on the bearings inside the transmission. When these bearings wear out, the main shaft will no longer spin true. Without the support of the pilot bushing the input shaft tends to "wobble" at high RPM's. This causes excessive stress on the hub of the clutch disc.
 - C.V. axle/inner joint wear.
 1. A worn inner CV joints may cause vibration. This vibration is usually misdiagnosed as an "out of balance" clutch assembly.

4. Hard Pedal, Binding Pedal, Chatter:

As they get older, Hondas with a cross shaft release fork often encounter one or more of the above symptoms. This is due to wear in the bosses that are machined into the case of the transmission in which the cross shaft rides. This wear point causes the holes to ovalate making the shaft bind or stick. (Hard or Binding pedal) It also allows the shaft to miss-align causing the release bearing to make uneven contact with the cover. This produces erratic release and engagement. (Chatter) The fork and bosses should be inspected, cleaned and well lubricated prior to installation.

Check release arm cross shaft bolt for wear----replace if worn.

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