

Transmission & Clutch Removal G56 Dual Disc

(NOTE: this is a general guide only ... consult the service manual specific to your make & model for complete instructions)

1. Disconnect battery negative cable/s.
2. Shift transmission into Neutral.
3. Remove shift boot screws from floor pan and slide boot upward on the shift lever.
4. Remove shift lever extension from shift tower and lever assembly.
5. Remove shift tower bolts holding tower to isolator plate and transmission shift cover.
6. Remove shift tower and isolator plate from transmission shift cover.
7. Raise and support vehicle.
8. Remove skid plate, if equipped.
9. Mark drive shaft and axle yokes for installation reference and remove drive shaft/s.
10. Disconnect speed sensor and backup light switch connectors.
11. Disconnect transfer case shift linkage at transfer case range lever. (4WD Only)
12. Remove transfer case shift mechanism from transmission. (4WD Only)
13. Support front of engine.
14. Remove nuts/bolts attaching transmission to rear mount.
15. Support and secure transmission with safety chains to a transmission jack.
16. Remove rear cross member.
17. Remove clutch slave cylinder bolts and move cylinder aside for clearance.
18. Remove transmission bellhousing bolts.
19. Slide transmission and jack rearward until input shaft clears clutch housing.
20. Lower transmission jack and remove transmission from under vehicle.
21. Insert clutch alignment tool in clutch disc and into pilot bushing. (Tool will hold clutch disc in place when pressure plate bolts are removed)
22. Remove pressure plate bolts completely and remove pressure plate, clutch disc and alignment tool.
23. Remove Flywheel (Dual Mass has two (2) sections, to remove first section on passenger side of flywheel adapter plate and remove two 10mm bolts holding sheet metal inspection cover. Rotate flywheel until bolt lines up with hole,

remove and repeat process until all eight (8) are removed. Remove this section of the flywheel to reveal the 2nd section which will consist of the flex plate and spacer. Remove these 8 bolts from crankshaft and remove flex plate AND spacer from vehicle)

24. None of the original components or bolts will be reused.

Transmission & Clutch Installation

1. Ensure new Flywheel and Pressure Plate surfaces are free from oil, grease and dust (spray with brake cleaner and wipe with dry paper towel).
 2. Apply (RED) Loctite to all supplied bolts prior to installing.
 3. Install flywheel onto crankshaft and torque supplied bolts to 110 ft/lbs (NOTE: there is a ½ inch flywheel spacer supplied with the bronze insert flywheel kit, this must be installed between crankshaft and flywheel ... Spring Hub Kits do not have this spacer)
 4. Identify flywheel and pressure plate discs, slide each disc onto transmission input shaft and ensure each disc slides freely. Insert flywheel disc into flywheel with long side of hub facing towards the rear of the vehicle, install floater plate and then pressure plate disc also with long side of hub facing towards rear of vehicle. Align clutch disc with alignment tool and while holding discs in place and install pressure plate and tighten in a cross pattern sequence ensuring pressure plate is flush with flywheel, torque to 45 ft/lbs and remove alignment tool.
 5. Note direction and orientation of clutch release fork then remove and discard, remove clutch fork pivot ball from passenger side of bellhousing and remove washer. Replace pivot ball (without washer). Install new release bearing onto supplied fork and install into bellhousing (painted end goes onto pivot ball).
 6. Align transmission input shaft with disc hubs, note some rotation of input shaft may be required to align splines (transmission must be in gear). Do not force transmission input shaft into new clutch hubs or damage may occur. (You may have to turn the output shaft to align the input splines).
 7. Keeping an even spacing around the bellhousing the transmission should now slide in all the way until touching the locating dowels on the flywheel housing
- REMEMBER - Safety, Cleanliness and the Correct Tools are essential for a proper clutch install.