



Throw Out Bearing Travel Tech Tip

This McLeod multi disc clutch assembly (RST, RXT or Street Twin) is designed to operate with the stock factory clutch linkage, regardless if it is mechanical or hydraulic. The amount of throw-out bearing travel is critical for proper clutch release and apply. Many later model vehicles are equipped with a hydraulic throw-out bearing and master cylinder assembly. Typically with OEM applications the throw-out bearing travel is .440" - .445". **This clutch is designed to operate within these factory tolerances!**

When installing an aftermarket conversion kit (mechanical linkage to hydraulic system) or replacing a factory clutch master cylinder you must be certain the amount of throw out bearing travel remains correct for your application. **Bore size on the clutch master cylinder is extremely important!!** Most factory hydraulic master cylinders are $\frac{3}{4}$ " bore. Aftermarket conversion kits may be equipped with $\frac{3}{4}$ ", $\frac{13}{16}$ " or $\frac{7}{8}$ " diameter bores. While this does not seem to be a big difference it may cause clutch malfunction, inadequate release or too much release, increasing pedal effort as well as other problems. Keep in mind bigger is not always better. If your stock clutch master cylinder was $\frac{3}{4}$ " and you change to a $\frac{7}{8}$ " clutch master cylinder you will end up with too much throw out bearing travel with the same pedal stroke. This will cause the throw out bearing to push the clutch fingers (or diaphragm) too far into the pressure plate assembly and damage the pressure plate components.

If mixing and matching aftermarket hydraulic throw out bearing components; be sure to check with the aftermarket manufacturer to be certain the components are compatible!

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