WAGNER® Brake Fax #59 SM

SERVICE TIPS FOR THE PROFESSIONAL TECHNICIAN

WAGNER® Brake Products

The #1 Choice Of Brake Professionals

1988 AND LATER GM "C" AND "K" TRUCKS

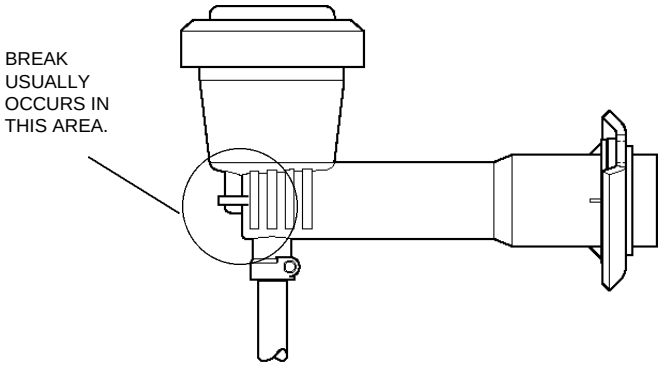
CLUTCH MASTER CYLINDER FAILURE

The clutch master cylinder can break due to excessive pressure buildup. The break can begin as a small crack creating a leak, which can later develop into a visible crack in the master cylinder housing. This is often mistakingly diagnosed as a defective master cylinder, especially after repeated failures.

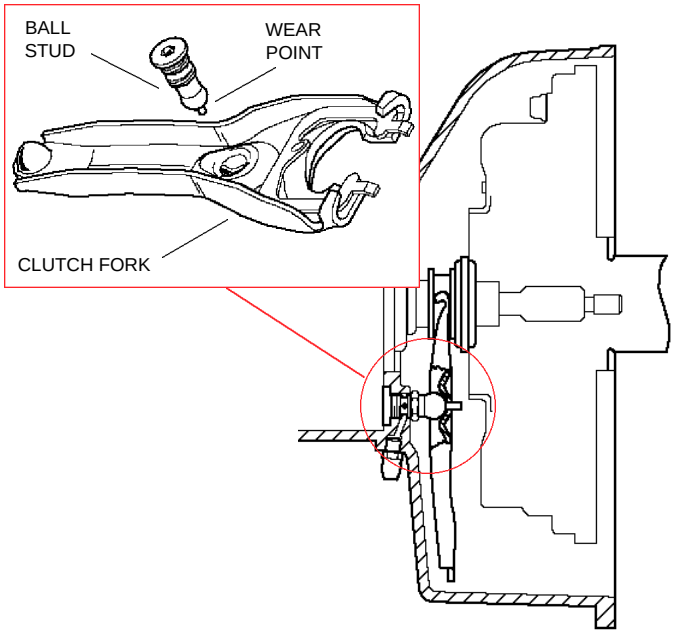
The possible causes for this problem are:
- a binding clutch fork.
- a restricted line to the slave cylinder.
- an incorrect clutch/pressure plate requiring a greater force be exerted.

The most common cause has been reported to be a binding clutch fork, or throw out lever. If the area of contact between the ball stud and the clutch fork is binding, from lack of lubrication, hydraulic pressure in the clutch system can rise substantially. Excessively high pressure can cause the master cylinder to leak.

If there is a squeaking in the clutch fork or increased pedal resistance the ball stud and clutch fork should be inspected and lubricated or replaced. General Motors has released a bulletin pertaining to a squeaky clutch problem on 1994-95 vehicles.



TYPICAL CLUTCH MASTER CYLINDER

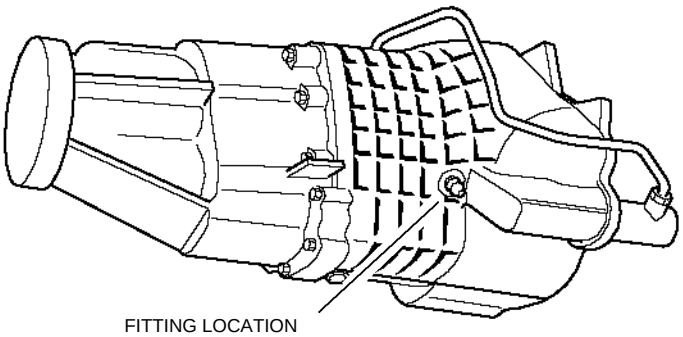


FEDERAL MOGUL

Some 1994-95 vehicles are not equipped with the grease fitting to lubricate the ball stud. The General Motors bulletin pertains to these vehicles.

The ball portion of the ball stud should be coated with high temperature grease. The ball stud should then be packed with grease from the grease fitting, if equipped. The grease fitting may not be readily visible on high mileage vehicles and may require cleaning away of road dirt to make the fitting visible and serviceable.

Also, visually inspect the line from the clutch master cylinder to the slave cylinder for any kinks or other damage which could cause a restriction.



FITTING LOCATION
(IF EQUIPPED).