

# TECH BULLETIN

## TEK-B6

### 1988-95 GM "C and K" Light Duty Trucks with Clutch Master Cylinder Housing Failure

**Clutch Kits: 04-064, 04-064-P3, 04-064-P4, 04-081, 04-087, 04-089, 04-121, 04-122, 04-122-P3, 04-122-P4, 04-131, 04-154, 04-154-CB, 04-154-SB, 04-154-WS, 04-163 & 04-535**

The clutch master cylinder housing is prone to failure when high hydraulic pressure is applied internally. The housing will crack at the end of the bore when the clutch release fork in clutch release arm binds in side of the bell housing and causes excessive internal hydraulic pressure.

The cause of the failure is a deficiency of lubrication to the clutch release arm and pivot ball socket inside the bell housing. GM made provisions to lube the contact points between the clutch release arm and pivot ball from the outside of the bell housing. The Ball stud extends through the bell housing by the slave cylinder mounting boss. Sometimes it is hard to see if the fitting to lube the socket and pivot ball because of the buildup of road grime.

If there is no lubrication point located on the end of the ball stud, the transmission will have to be removed. While the transmission is removed from the vehicle, inspect the input shaft retainer bearing collar quill for wear. If the retainer bearing collar quill is worn (observe any witness marks) replace all of the pieces at the same time.

The lack of lubrication of the release arm and pivot ball socket can also cause the clutch release mechanism to squeak when the clutch pedal is actuated.