



HAYS HYDRAULIC RELEASE BEARING INSTALLATION INSTRUCTIONS



PRELIMINARY INSTALLATION NOTES

IMPORTANT! DO NOT RETURN THIS PRODUCT TO YOUR DISTRIBUTOR. If you have questions, please review additional information available on our website and/or contact Holley Tech Service. **Read these instructions CAREFULLY** as there are many details to the install that must be followed for success.

IMPORTANT NOTES

INNER PISTON O-RING

An inner piston O-ring is included with your bearing kit, but not installed. After doing your measurement calculations but prior to final installation, this O-ring should be coated with a light lubricant or brake fluid and installed into the inner piston groove, where it pilots onto the transmission.



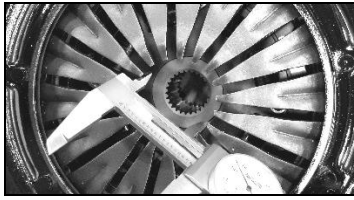
BELLOUSING ALIGNMENT

Your Hays bearing is a floating assembly. Misalignment of the transmission input shaft and engine block may cause O-ring failure. Aftermarket bellhousings **MUST** be dial indicated to the engine to ensure proper alignment. Follow your bellhousing manufacturer's instructions to complete this procedure.

HYDRAULIC FLUID

You **MUST** use a DOT 3 or 4 fluid with Hays hydraulic bearings or damage to the O-rings will occur. If the hydraulic system had another type of fluid prior to installing this bearing, **THOROUGHLY** flush the system before installing this product.

POTENTIAL CONTACT OF SNAP RING ON CLUTCH FINGERS



The Hays hydraulic bearing is engineered to be compatible with most clutch systems. You will need to verify that the bearing piston/snap ring will not make contact with the clutch fingers on your clutch. To check this, bolt your clutch to the flywheel and measure the center hole opening of the fingers. The bearing snap ring measures 1.630". Make sure your center hole is larger than this dimension to avoid this contact. If you should decide to remove the snap ring to increase your clearance, special attention must be paid in setup not to overtravel the cylinder and extend it off the end of the piston.

POTENTIAL CONTACT WITH WEIGHTS ON CENTERFORCE CLUTCHES

Verify clearance of the Hays hydraulic bearing cylinder with weights on Centerforce pressure plates. Contact is possible with these units. If you need a compatible clutch set, contact Hays technical assistance. No warranty will be allowed on bearing cylinders that show evidence of contact with outside sources.

PROPERLY SEALED INLET/OUTLET FITTINGS

The inlet and outlet fittings on the bearing cylinder must be properly sealed to avoid potential leaks. Use PTFE tape ONLY on these fittings. Do NOT use any liquid, PST, or other types of sealants. **THIS IS THE NUMBER ONE CAUSE OF LEAKAGE IN HYDRAULIC BEARING UNITS.**

SETUP HEIGHTS/CLEARANCES

Proper setup height is critical to allow for clutch wear and achieve proper clutch release, as well as avoid O-ring damage. Proper setup gap is .150 minimum for single disc and .200" minimum for dual disc. Do not exceed .250" clearance.

GUIDE STUD LENGTH

Once you have measured and fitted the bearing, make sure the guide stud is not too long or short by manually extending the bearing to its full stroke and visually inspecting. The bearing must stay on this stud, but the stud length may need to be trimmed to avoid contact with the pressure plate housing.

HARD PEDAL AT THE BOTTOM OF THE STROKE

If you set up the bearing with more than .200" gap, or use a master cylinder that is too large, the bearing may bottom out on the snap ring. Use a pedal stop or adjust the master cylinder rod if necessary.

6 SPEED BEARING RETAINER

6 speed bearing kits include a collar that mounts to the front plate of the transmission. This plate is designed so that it can be mounted in several positions in order to align the bearing ports to point to the opening in your bellhousing.



ALUMINUM BEARING SPACERS

Your 6 speed Hays hydraulic bearing may have shipped with an aluminum collar spacer in ½ to 1 ¼ inch thickness. We have determined that many applications similar to yours require this spacer for proper bearing gap. If you received this spacer, you should install it prior to taking your setup measurements. All applications may not require this depending on your clutch choice.

TROUBLESHOOTING LEAKS

- **If you should develop a leak with your bearing, it is imperative to determine where the leak is occurring and why prior to removal.**
- Check your fluid. Contaminated fluid can cause deterioration of O-rings, which will lead to failure or leakage. The fluid should be clear and free of any debris or water, and should not smell burnt.
- Should the fluid appear burnt or have debris, make sure all hydraulic lines are routed away from headers and exhaust that can heat the fluid.
- Remove or pull back the transmission so you have sight access to the release bearing, or allow the bearing to hang and manually push the bearing all the way back into the base.
- Have someone actuate the clutch pedal while you watch. Identify the location of the leak. Make sure it is not coming from any of the fittings, connections, or lines.
- Once you have determined the nature of the leak:

- Leaking fittings – remove fittings and re-tape. Make sure tape extends to the end of the fitting, but does not overlap the bottom. Securely tighten the feed and bleed lines to the bearing.
- O-rings – after noting the position of the leak, examine the top and bottom O-rings for damage. If damaged, order the proper replacement set for your part number bearing.

BEARING DISASSEMBLY/O-RING REPLACEMENT

If you must disassemble your Hays bearing for any reason, extreme care must be taken when reinserting the base into the cylinder so as not to damage the O-rings.

- Retract the bearing fully and carefully remove the snap ring on the front of the bearing piston.
- When installing new O-rings or re-assembling the bearing, liberally coat O-rings and piston with Parker super o-lube lubricant*.
- Clean and inspect the piston and cylinder, inspecting for any damage.
- Rotate the piston into the housing to avoid pinching the O-rings. Pushing it straight on can easily cut the O-rings.
- Carefully re-install the snap ring.

REPLACEMENT O-RINGS

- Part number for the replacement O-ring set is 82-114.
- Use instructions included for replacement.

**Hays recommends using Parker® Super ‘O-Lube’ O-ring lubricant ONLY for assembly of the bearing. Do not use any petroleum based lubricant as these will damage and deteriorate the O-rings.*

INSTALLING YOUR HAYS HYDRAULIC RELEASE BEARING

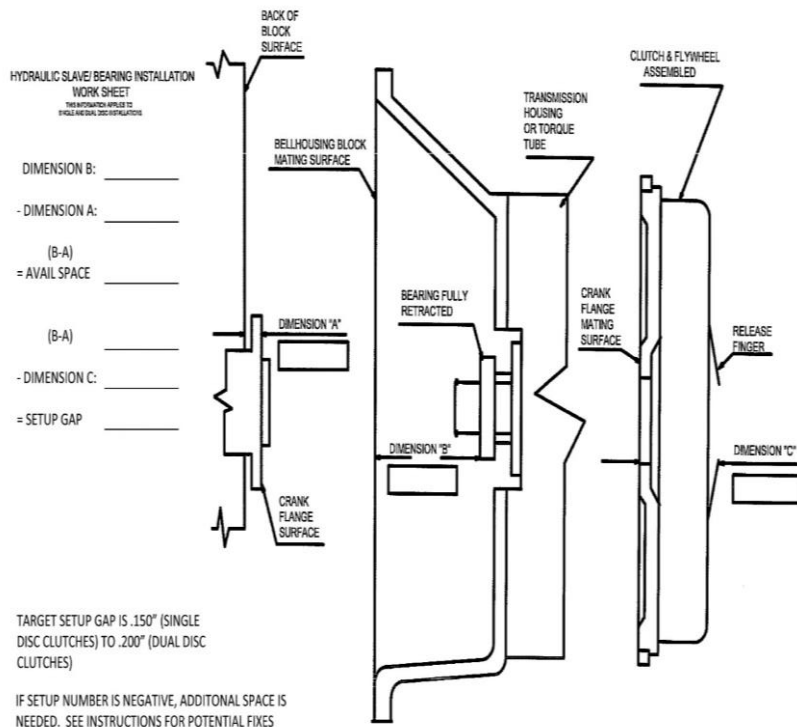
It is critical to understand how your hydraulic release bearing operates and to get the bearing set up properly to avoid any future problems. As your clutch system wears, the fingers of the clutch get taller, or closer to the release bearing. It is important to make sure you have the proper gap between the release bearing and the fingers of the clutch. Following these procedures will guide you through properly determining if the bearing will fit your application, setting up the bearing, and testing the operation of the system.

DETERMINING THE FITMENT OF YOUR CLUTCH WITH THE HAYS HYDRAULIC BEARING

TOOLS NEEDED:

- 18 inch straight edge or steel ruler
- Minimum 6 inch, preferably 12 inch dial (Vernier) caliper

Use the provided setup worksheet below to record your measurements and make your calculations.



DETERMINE THE CRANK FLANGE PROTRUSION (A)

Measure the amount that the crank flange protrudes from the back of the engine block. If you are using any type of block plate, this should be in place when taking this measurement. Record this as Dimension A on the worksheet.

DETERMINE THE BELLHOUSING DEPTH TO THE RELEASE BEARING (B)

Attach the bellhousing to the transmission with a few bolts to make this measurement. Slide the hydraulic release bearing over the input collar, making sure it is fully retracted on the piston. Using the straight edge, lay it across the clock mounting flange of the bellhousing and measure from the straight edge down to the face of the release bearing. Be sure to subtract the thickness of the straight edge, and record this measurement on the setup sheet as dimension B.

DETERMINE THE SETUP HEIGHT OF YOUR CLUTCH (C)

The clutch setup height is the height of your clutch system as it will be installed in the vehicle. It is measured with the clutch bolted to the flywheel with the disc in place. Set the assembly so that the crank flange of the flywheel is flush on the backside to a solid point. Now measure from the tip of the clutch fingers, down through the spline center of the disc, to the backside of the flywheel. Take an average reading in 3 or 4 positions. Record this as dimension C.

SAMPLE SETUP – DO THE MATH

Dimension A = .300"

Dimension B = 3.750"

$B - A = 3.450''$ – this is the available space in the bellhousing to fit the clutch system

Now to determine fit/current gap:

Dimension C = 3.050"

$(B-A) - C = .400''$

This number is the setup gap, or distance between the bearing and clutch fingers. The proper setup gap is .150-.200", so in this example we will need to add shims behind the bearing to achieve the desired setup gap.

If the setup gap is less than .150", or even possibly a negative number, adjustments will have to be made to achieve proper fit. This may include but not be limited to using a thinner flywheel, spacing the bellhousing or transmission back, or machine the base of the input collar to allow the bearing to sit further back in the bellhousing.

Once you have completed these measurements and double checked your math, you are ready to proceed with testing and final installation.

TESTING THE BEARING TRAVEL AND PRESSURE CONNECTIONS

You may be tempted to skip these procedures. It is HIGHLY recommended that you take the extra time and complete this section to insure you do not have any problems on final install.

The next step is to measure the total travel of the bearing with your master cylinder as well as check for any leaks. Install the 1/8 pipe to -3AN fittings into the bearing assembly using TEFLON TAPE. Do NOT use any other type of sealant or leakage will occur.

Connect the hydraulic lines to the bearing and the master cylinder. Let the bearing hang under the vehicle and have a helper assist you in bleeding the system. You will need to manually retract the bearing back to its compressed position between each stroke of the pedal until a full bleed is achieved.

Once fully bled, you can measure the bearing travel. Compress the bearing to its shortest height. From the backside of the bearing, measure with calipers from the outer housing to the inner piston. Record this number. Have your helper stoke the pedal one full cycle. Re-measure from the outer housing to the piston and record this number. The difference between these two numbers is the total bearing travel with your master cylinder, and this number should be between .450" and .550".

EXAMPLE:

Total available travel (fixed): .800"

Retracted measurement: .050"

Extended measurement: .550"

$.550'' - .050'' = .500''$ actual travel

NOW THIS IS IMPORTANT! The amount of actual travel plus the setup gap (freeplay) must NOT exceed the available travel number (.800"). If it does, the bearing will bottom out on the front snap ring when operated and cause possible leakage from over-pressurization.

Most clutch systems require between .400" and .500" travel to disengage properly. If you are not getting at least .450" travel movement of the bearing, re-bleed and re-test. If you still do not get adequate travel, it may be necessary to change the master cylinder to a larger bore size to increase the fluid volume movement and travel.

INSTALLING THE HYDRAULIC BEARING

4 AND 5 SPEED – remove one of the 4 input collar bolts and install the provided stud so that the bearing is positioned with the inlet and outlet fittings pointing towards the bellhousing opening.

6 SPEED – install the provided collar to the front plate of the transmission and install drive stud so as to point bearing inlet and outlet fittings towards the bellhousing opening.

Slide your pre-determined shims and the bearing assembly over the input collar.

Now, check the drive stud length. Manually extend the bearing to its full travel. If the stud is protruding from the slot on the bearing, mark it and trim so that it does not protrude (this stud could contact the clutch cover if too long).

INSTALLING THE TRANSMISSION (4 and 5 speed)

Install the inner sleeve O-ring into the piston that was included with the bearing kit. Attach one end of the feed line for the master cylinder and the bleed line with screw to the bearing and tighten securely.

Lubricate the inner O-ring and start the bearing on the input collar until the O-ring contacts the collar. Start the transmission into the bellhousing, routing the lines through the fork hole opening. As you continue in with the transmission, make sure the bearing housing slot locates onto the drive stud.

Connect the other end of the feed line to the master cylinder and bleed the system.

INSTALLING THE TRANSMISSION (6 speed)

Since the 6 speed installs with the bellhousing attached, the transmission install is easier. Assemble the bearing onto the 6 speed collar, connect the lines, and route through the appropriate opening. Then, install the transmission to the engine. Connect the feed line to the master cylinder and bleed the system.

FINALIZING THE INSTALL

At this point, you have properly tested and set up your new hydraulic release system and given yourself the best chance for trouble-free operation. Make sure your feed line to the master cylinder is not located too close to any high heat sources such as headers. If you have any doubts, use a heat insulating wrap around the line.

APPLICATION SPECIFIC INSTALLATION NOTES BY PART NUMBER

THESE NOTES ARE IN ADDITION TO THE GENERAL INSTRUCTIONS INCLUDED WITH YOUR HAYS HYDRAULIC BEARING. 82-100 HAS NO ADDITIONAL NOTES.

82-101, 82-102, & 82-103

Your hydraulic bearing kit includes a replacement transmission collar that is designed for additional bearing to clutch clearance. When installing 82-102/82-103, be SURE to transfer any front bearing shims from the old collar to the new one. When using these bearings in conjunction with a dual disc clutch, verify that the input collar length is not going to interfere with the clutch hub on the top disc.

82-104

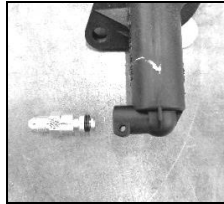
This bearing assembly is a universal model for 6 speed T56 and TR6060 transmissions. Depending on your application, additional bearing collar spacers may be required. If your 6 speed transmission has a front collar (quill tube), this bearing kit is NOT compatible. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts.

82-105 – GM F-BODY APPLICATIONS

This bearing kit is application specific to 1998-2002 F-Body applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. Proper positioning and orientation of the bearing on the front transmission plate are shown below:

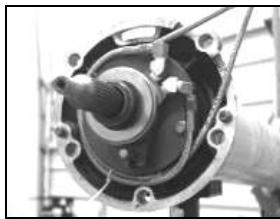


Adapting to your factory master cylinder is achieved by removing the roll pin and factory fitting from the master cylinder, and installing the provided adapter as shown in the following picture:

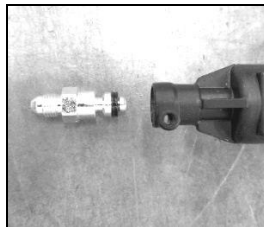


82-105 – C5 CORVETTE APPLICATIONS

This bearing kit is application specific to 1997-2004 C5 Corvette applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. Proper positioning and orientation of the bearing on the torque tube are shown below:



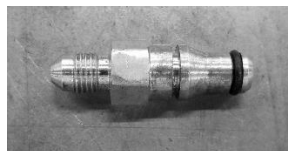
Adapting to your factory master cylinder is achieved by removing the roll pin and factory fitting from the master cylinder, and installing the provided adapter as show in the following picture:



82-106 – C6 and C7 CORVETTE APPLICATIONS

This bearing kit is application specific to 2005-17 Corvette applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. The included bearing spacer should be installed behind the bearing retainer for C6 applications. For C7 applications, measurements must be done to determine if this part is necessary. Proper positioning and orientation of the bearing on the front transmission plate is similar to the image above for C5 applications.

Adapting to your factory master cylinder is achieved by installing the quick connect adapter fitting in the master cylinder, shown in the following picture:

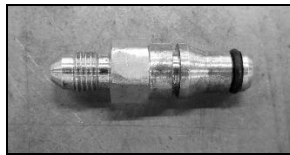


82-107 – MUSTANG 2005-UP V8 APPLICATIONS

This bearing kit is application specific to 2005-up Mustang V8 applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. The included bearing spacer should be installed behind the bearing retainer for most Mustang applications. Proper positioning and orientation of the bearing on the front transmission plate are similar to that shown below. However, line routing for the Mustang is through the top of the bellhousing:



Adapting to your factory master cylinder is achieved by installing the quick connect adapter fitting in the master cylinder, shown in the following picture:

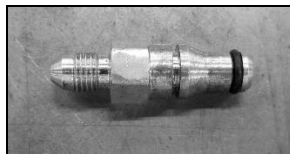


82-108 – CAMARO 2010-UP V8 APPLICATIONS

This bearing kit is application specific to 2010-up Camaro V8 applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. The included bearing spacer should be installed behind the bearing retainer for most Camaro applications. Proper positioning and orientation of the bearing on the front transmission plate are similar to that shown next:



Adapting to your factory master cylinder is achieved by installing the quick connect adapter fitting in the master cylinder, shown in the following picture:

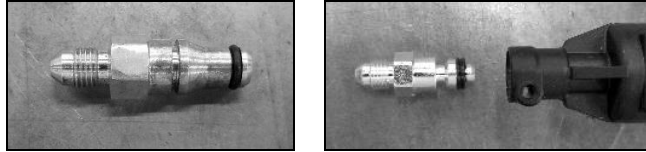


82-111 – DODGE CHALLENGER 2008-UP V8 APPLICATIONS

This bearing kit is application specific to 2008-up Challenger V8 applications. The included collar should be bolted to the front transmission plate using the supplied 6mm bolts. The included bearing spacer should be installed behind the bearing retainer for most Challenger applications. Proper positioning and orientation of the bearing on the front transmission plate are similar to that shown below. However, line routing for the Challenger is through the top of the bellhousing:



Adapting to your factory master cylinder is achieved by installing the proper quick connect adapter fitting in the master cylinder, shown in the following pictures:



TROUBLESHOOTING

MY HYDRAULIC BEARING IS LEAKING.

The first thing to determine is WHERE is the leak coming from. 99% of the leaks we encounter occur at the fittings or hoses, yet can seem like it is coming from the bearing since the fluid flows down onto the bearing.

To troubleshoot your leak, follow the instructions under 'TROUBLESHOOTING LEAKS' earlier in this instruction sheet.

MY HYDRAULIC BEARING WON'T RELEASE MY CLUTCH.

Make sure you have a complete bleed and the pedal feels solid from top to bottom. If you completed the steps to measure the travel of your bearing and you have at least .450" of movement, you will need to recheck your setup measurements to ensure you have a gap of .150"-.200". If all of these check out correctly, you will need to test your clutch itself to make sure it is releasing properly under the given travel parameters.

I BLED THE BEARING, BUT MY CLUTCH PEDAL IS MUSHY.

If the pedal feels mushy or softer at the top, you do not have a complete bleed and need to repeat the bleeding procedures.

I DID ALL THE MEASUREMENTS, AND THE BEARING IS TOO TALL TO WORK WITH MY CLUTCH SYSTEM.

The minimum height of the Hays bearing is 1.75", and allowing for a .150" air gap means you need a minimum of 1.9" of available space to fit the bearing. If this space is not available, you will need to either find a way to shorten the clutch/flywheel system, or space the bellhousing/transmission back to accommodate the install. Typical factory flywheels are thicker than aftermarket or lightweight models, so often you can pick up as much as .250" of space by making a flywheel change. Other methods of increasing space include using or doubling up block saver plates, spacers available through the aftermarket transmission suppliers, or machining some material from the base of the transmission collar.