

PREVOST

Instruction Sheet

IS-92108

INSTALLATION OF A CLUTCH SERVO KIT

- A) MODIFICATION ON A "XL" COACH (See page 1 to 9)
- B) MODIFICATION ON A "H3-40" COACH (See page 10 to 20)
- B) MODIFICATION ON A "H3-40" OR A "XL" COACH EQUIPPED WITH 'JACOBS' BRAKE AND PRECEDING VEHICLE 2P9H33408L1001062 (H3-40) OR 2P9L33400M1001763 (XL), IN ADDITION WITH ONE OF THE TWO PROCEDURES ABOVE (See page 18)

-A-

MODIFICATION ON A "XL" COACH

MATERIAL

"XL" with 8V-92 engine: Kit #02-0428

"XL" with 6V-92 engine: Kit #02-0429★

Kit #02-0428 includes the following parts.

Part No	Tag	Description	Qty
50-4412	1	Snap cap washer	2
50-0564	2	Screw #8-32 x 3/4"	2
50-4403	3	Snap cap	2
02-0418	4	Master cylinder cover	1
50-11046	5	90° Elbow with O-ring	1
02-0417	6	Teflon hose assembly 15.7" (40 cm) Lg	1
56-0479	7	Retaining clip	1
50-0418	8	Screw #8-32 x 1"	1
50-0022	9	Lock washer #8	1
50-0764	10	Hex. nut #8-32	1
02-0393P	11	Clutch pedal assembly	1
50-0444	12	Flat washer 3/8" I.D.	4
50-0265	13	Self-locking nut 3/8"-16	5
02-0436	14	Teflon hose assembly 58" (147,5 cm) Lg	1
14-1629	15	Regulator assembly	1
50-0535	16	Screw #14 x 3/4"	2
50-0473	17	Lock washer 1/4" I.D.	2

14-0934	18	Plastic tube 28" (71 cm) Lg	1
56-0482	19	Retaining clip	2
50-2036	20	Clevis pin 1/2" x 1 5/8"	1
50-2102	21	Cotter pin 1/8" x 1"	1
02-0439	22	Spring	1
02-0441	23	Clutch release shaft lever assembly	1
50-0821	24	Hex. head bolt 3/8"-16 x 2 1/4"	1
50-11047	25	Adapter with O-ring	1
02-0422	26	Servo unit	1
02-0403	27	Brace	1
50-11110	28	Adapter with O-ring	1
50-0256	29	Hex. nut M10-1.5	2
02-0405	30	Yoke (chromated)	1
50-0191	31	Hex. head bolt 3/8"-16 x 1"	1
50-2651	32	Hex. head bolt M8-1.25 x 35 mm	4
50-0874	33	Flat washer M8	8
50-0868	34	Elastic hex. nut M8-1.25	4
50-2680	35	Hex. head bolt M10-1.5 x 50 mm	1
02-0448	36	Support assembly	1
39-1563		Finishing panel	1
50-4340		SS rivet 1/8"	11
64-1331		Connector	1
68-0335		Anti-seize compound	1
FI-92108		Feuille d'instructions	1
IS-92108		Instruction Sheet	1

★ Kit #02-0429 includes the same parts than kit #02-0428, plus a pipe assembly #37-2993.

PROCEDURE

Warning: Park vehicle safely over a repair pit, apply parking brake, stop engine and set battery master switch(es) to the "OFF" position prior to working on the vehicle.

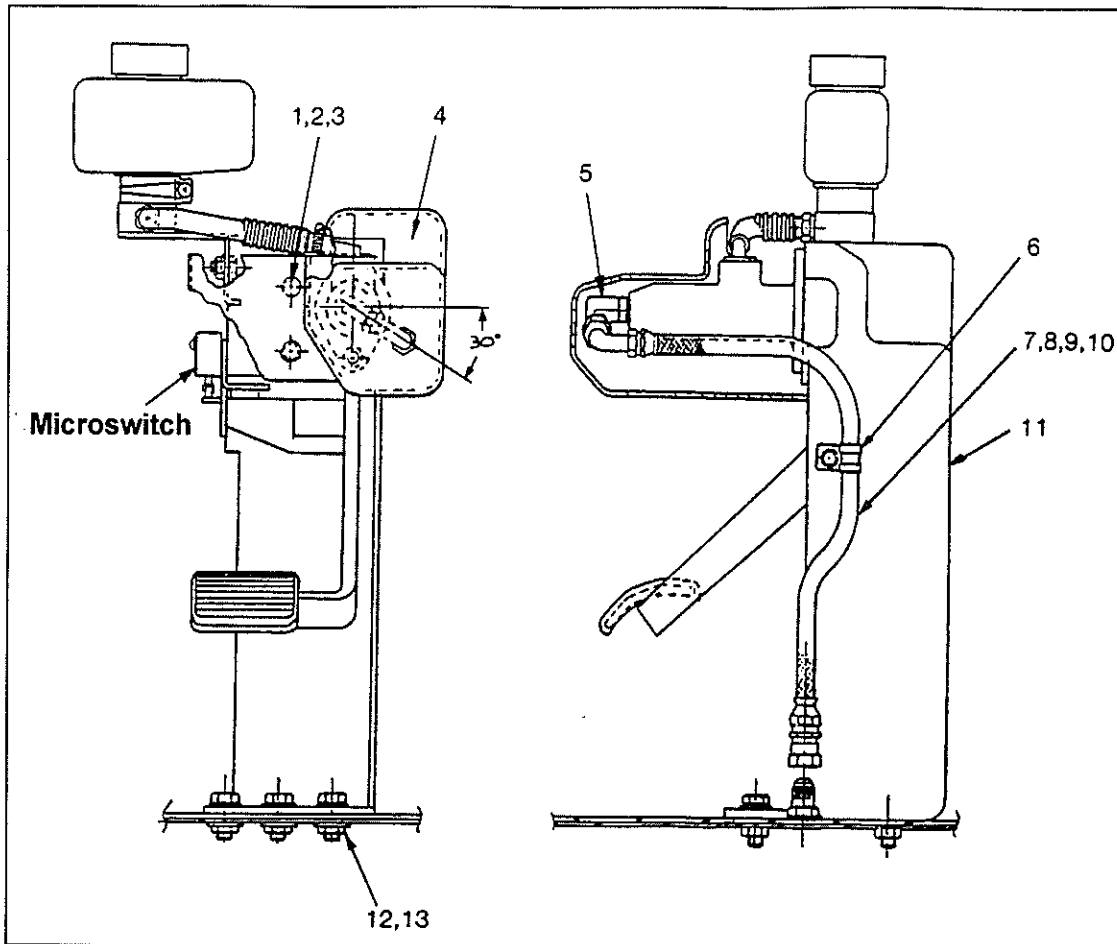


FIGURE 1: CLUTCH PEDAL ASSEMBLY INSTALLATION

Clutch Pedal Assembly installation. (Fig. 1)

1. From driver's compartment, remove the steering column lower cover.
2. Disconnect electrical wires from clutch pedal assembly (applies only on vehicles equipped with cruise control and/or Jacob's brake), then disconnect the master cylinder teflon hose from bulkhead union mounted on driver's compartment floor.

Note: Immediately cap hose opening to limit fluid leakage and the bulkhead opening to prevent hydraulic line contamination.

3. Remove the three bolts retaining pedal assembly to floor then remove the pedal assembly.

Caution: If the vehicle is covered by procedure "C" (page 18) vehicle range, execute this complementary inserted procedure right now, and thereafter continue the current procedure. If not, continue the current procedure.

4. Remove the gray plastic finishing panel located behind foot pedals.
5. Remove the sound system amplifier located behind steering column, the public address system control box (PA) mounted over accelerator pedal and the wiper linkage protector mounted between ventilation ducts and PA.

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6. Remove the foot rest and the stainless steel finishing panel which is mounted over foot rest and secured with 10 rivets.

Caution: Take care not to damage components in electrical compartment when drilling out rivets.

7. Remove the black finishing panel located behind steering column. The panel is fixed with screws at different places and one rivet in L.H. corner over foot rest.

Note: The panel can be removed by the room left between steering column and L.H. wall.

8. Remove the annexed sheet titled "Template For Drilling" (Fig 7), locate circles identified "Existing holes" then cut holes in paper following dotted lines. Align these holes with the existing ones on driver's compartment floor, then mark on floor the exact location where the three new holes have to be drilled. Drill 1/2" (13 mm) holes.

Attention: Drill bit must not exceed more than 1" (25 mm) under floor to avoid damaging components.

9. Position new black finishing panel, then secure using previously removed screws and one rivet.
10. Reinstall wiper linkage protector, sound system amplifier and public address system control box (PA) using previously removed screws.
11. Reinstall stainless steel finishing panel using previously removed screws and 10 rivets.
12. Reinstall foot rest and gray plastic finishing panel using previously removed screws.
13. Remove microswitch from former clutch pedal assembly (if applicable), then install it on new assembly referring to figure 1.
14. Remove plastic cap mounted at the end of master cylinder, screw a 90° Elbow (5), position it as illustrated in figure 1, then torque to 7 - 9 lbft (9 - 12 Nom). Connect teflon hose (6).
15. Attach teflon hose to pedal support using retaining clip (7), screw #8-32 x 1" (8), lock washer (9) and nut (10).
16. Position new pedal assembly on driver's floor then fix it using previously removed bolts, lock & flat washers and mounting new flat washers (12) and nuts (13) under coach floor since the former nuts were welded to the floor.
17. Connect teflon hose to bulkhead union fixed on floor.

Caution: Ensure teflon hose does not touch amplifier protector.

18. Connect wires (if applicable).
19. Reinstall steering column lower cover using previously removed screws.

Water pipe installation (applies only on vehicles powered by a 6V-92 engine)

1. From engine compartment, close both heater line shutoff valves then lower engine block coolant level. Refer to Maintenance Manual.

Warning: Allow coolant to cool down prior to performing this task. The release of pressure from a hot system can result in loss of coolant and possible injury.

2. Locate water pipe assembly mounted close engine rear support (radiator side), remove and discard bracket retaining water pipe assembly, disconnect the three silicone hoses from pipe then remove and discard pipe assembly.
3. Position new pipe assembly (#37-2993), connect the three silicone hoses then secure with the previously removed hose clamps.
4. Refill engine cooling system, then open both heater line shutoff valves. Refer to Maintenance Manual.

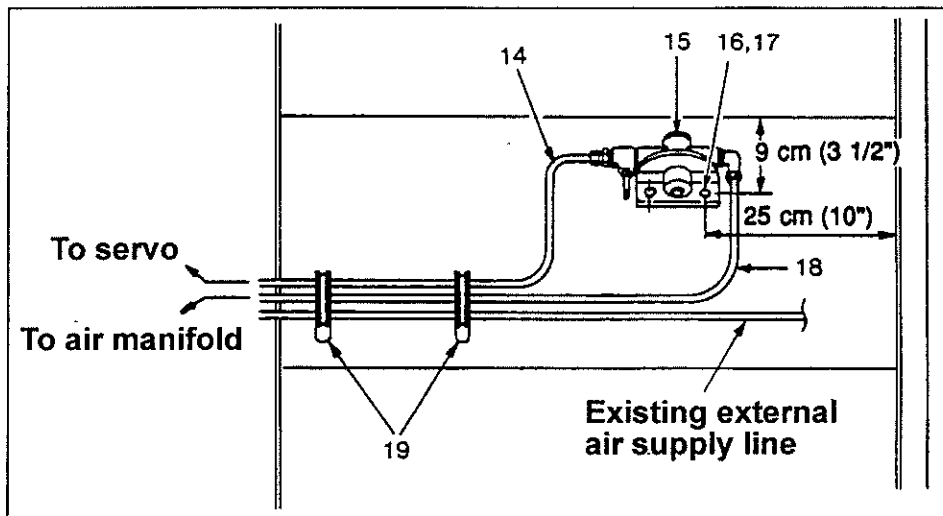


FIGURE 2: AIR PRESSURE REGULATOR INSTALLATION

Air Pressure Regulator installation. (Fig. 2)

1. Open drain valve located under the wet (main) tank to exhaust all air from this reservoir.
2. Open engine compartment R.H. side door.
3. Position regulator assembly (15) as illustrated in figure 2 then using regulator bracket as a template, mark location of the two holes to be drilled.
4. Drill the two holes using a 3/16" (5 mm) bit. Mount regulator assembly using two #14 x 3/4" screws (16) and lock washers (17).
5. Remove compression nut and sleeve from the 90° elbow mounted on regulator, slide them on one extremity of new plastic tube (18) then connect it to the 90° elbow.
6. Route other extremity of tube up to the air manifold block fixed on structure close to the engine air compressor, following external air supply line.
7. Remove and discard square head plug from air manifold block, apply teflon pipe sealant on threads of new connector, then screw connector.

Note: Prevost recommends applying teflon pipe sealant on threads even if they are pre-coated.

8. Connect plastic tube (previously routed) to connector.
9. Connect straight end of new teflon hose assembly (14) to regulator assembly (15) as illustrated in figure #2, then route the other extremity of hose assembly up to the clutch operating cylinder.
10. Remove the two clips retaining external air supply line to body then replace them with two new ones (19) making sure to secure the plastic tube and the teflon hose inside clips.

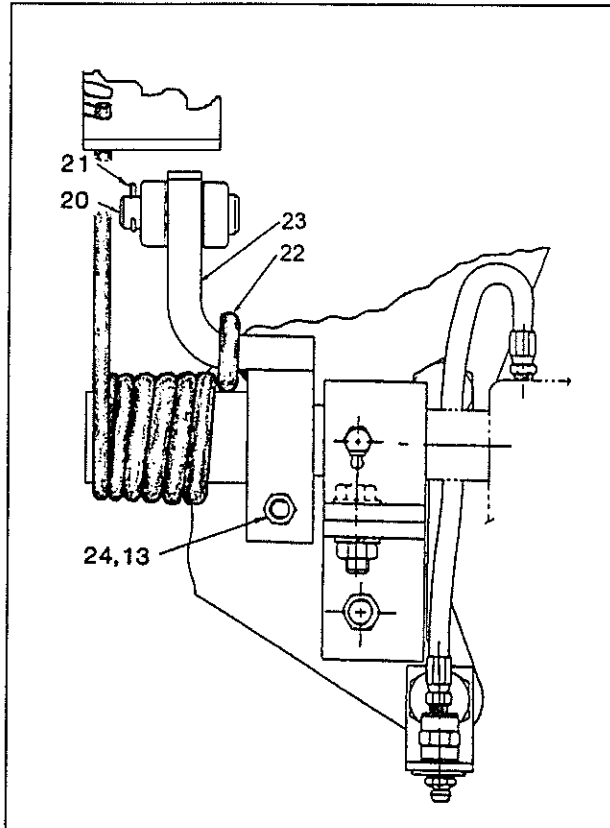


FIGURE 3: CLUTCH LEVER INSTALLATION.

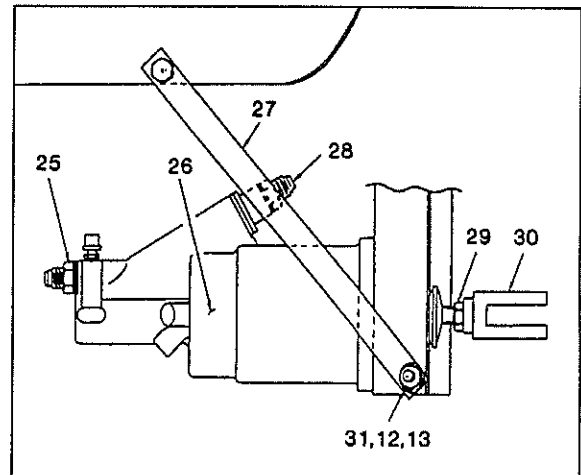


FIGURE 4: SERVO UNIT MOUNTING.

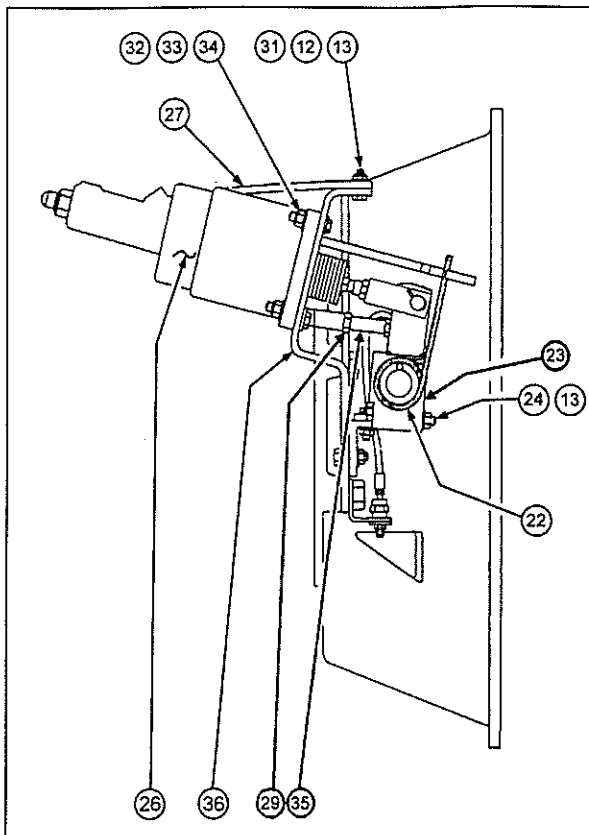


FIGURE 5: SERVO UNIT INSTALLATION.

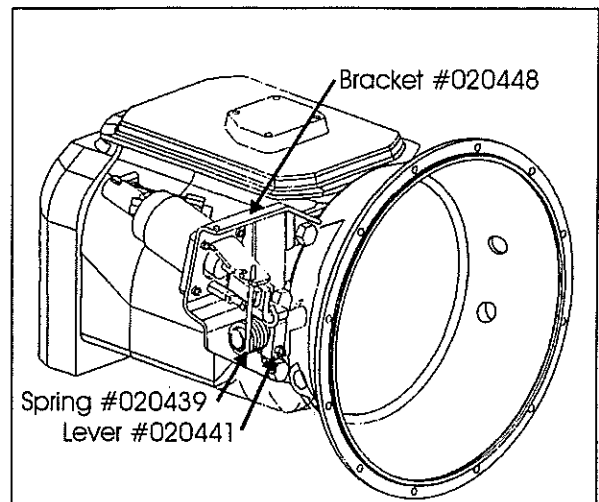


FIGURE 6: KIT MAIN COMPONENTS.

Servo installation (Fig. 3, 4, 5, 6)

1. Disconnect teflon flexible hose from clutch operating cylinder then immediately cap hose open end.

Caution: *Keep all hoses and fittings clean. Do not allow any dirt to enter air and hydraulic systems.*

2. Remove the three bolts retaining clutch operating cylinder support to top of transmission, unbolt clutch release shaft lever then remove support (with cylinder assembly), return spring and lever as an assembly.
3. Ensure key is remained in position on the clutch release shaft, then loosely mount shaft lever (23).
4. Unbolt journal bearing bracket angle from support fixed on transmission housing.
5. Remove the grease fitting from its bracket, move grease hose away, then remove the two bolts retaining support to transmission housing. Discard support but keep grease hose bracket.
6. Remove and discard plastic cap mounted at the end of servo unit (26), screw an adapter (25), then torque to 7 - 9 lbfoft (9 - 12 Nom).
7. Remove and discard plastic cap mounted on side of servo unit, screw an adapter (28) then torque to 7 - 9 lbfoft (9 - 12 Nom).

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8. Mount nut (29) and chromated yoke (30) on servo unit threaded rod, screw yoke until the latter fits flush with rod end then tighten nut.
 9. Assemble servo unit on new support (36) using four M8-1.25 x 35 mm bolts (32), flat washers (33) and elastic stop nuts (34) making sure to apply anti-seize compound on bolt threads.

Note: *The servo unit must be positioned on support so that compressed air inlet will be facing the side of transmission.*

10. Install spring (22) on lever (23) as illustrated on figure 3.
11. Loosely mount M10-1.5 x 50 mm bolt (35) and nut (29) on support.
12. Remove a third bolt from transmission housing then fix servo unit support to transmission housing using bolts previously removed. Apply removable threadlocker (not supplied with kit) on bolt threads to prevent loosening. Do not forget to fix grease fitting support with the transmission lower bolt.
13. Use clevis pin (20) to assemble chromated yoke to lever. Secure pin with a new cotter pin (21).
14. Secure lever to clutch release shaft using a 3/8"-16 x 2 1/4" bolt (24) and self-locking nut (13).
15. Fix journal bearing bracket angle to support using previously removed fasteners.
16. Hook spring arm on the bracket notch which will provide the least tension on the spring. Additional notches on the bracket provide more tension on the spring in case of clutch overslipping.
17. Reinstall grease fitting on its support.
18. From inside vehicle, remove engine access panel located at rear of vehicle then connect teflon flexible hose (oil line) to the adapter mounted on the servo unit extremity.

Note: *On some vehicles, it may be necessary to cut engine splash guard to allow teflon flexible hose connection.*

19. Connect the elbow adapter of teflon flexible hose assembly (from air regulator and previously routed) to adapter mounted on side of servo unit. Attach hose at different places on existing lines using cable ties (not supplied with kit).
20. Reinstall the three bolts, (previously removed, step 2), on top of transmission making sure to position brace (27) as illustrated in figures 4 and 5. Apply removable threadlocker (not supplied with kit) on bolt threads. Fix the brace other extremity to servo unit support using 3/8"-16 x 1" bolt (31), flat washer (12) and self-locking nut (13).
21. Close wet tank drain valve then run engine until air system pressure reaches at least 95 psi.
22. Remove dust cap from regulator (previously installed), attach a pressure gauge to this port, loosen adjusting screw lock nut then turn screw to adjust pressure to 40 psi. Tighten lock nut then reinstall dust cap.

Hydraulic line filling and bleeding

1. Locate the bleed screw mounted at the end of servo unit, remove dust cap, then slightly loosen bleed screw (approximately 1/2 turn).
2. Slightly loosen teflon flexible hose connector from adapter mounted on servo unit extremity.

Warning: *Wear safety glasses during the following operation.*

Note: *Two people are required to perform the following step.*

3. Force brake fluid (meeting DOT 3 specifications) through the bleed screw opening, then tighten teflon flexible hose connector once fluid flows out from connector free of air bubbles. Continue to force brake fluid until it enters in master cylinder reservoir and flows free of air bubbles.

Note: *A 40 psi (275 kPa) pressure allows filling hydraulic line in a reasonable time.*

4. Tighten bleed screw and reinstall dust cap.
5. Top up master cylinder reservoir.

Note: *To ease filling, the reservoir support may be unbolted and reservoir moved close to you.*

Caution: *Never reuse brake fluid which has been bled from the system.*

6. Mount master cylinder cover (4) then fix using two #8-32 x 3/4" screws (2) and snap cap washers (1). Install snap caps (3).

Clutch adjustment

Refer to maintenance manual to perform the release shaft journal, clutch release travel and free travel settings. On this new set up, the free travel setting is performed using adjusting bolt (35) and nut (29) instead linkage yoke. The return springs do not require any tension adjustment.

Note: *The clutch brake and pedal free play settings are factory made on pedal assembly and should not require any modifications afterwards.*

-B-
MODIFICATION ON A "H3-40" COACH

MATERIAL

"H3-40" with 8V-92: Kit #02-0426

"H3-40" with 6V-92: Kit #02-0427 ★

Kit #02-0426 includes the following parts.

Part No	Tag	Description	Qty
50-11046	1	90° Elbow with O-ring	1
50-4412	2	Snap cap washer	2
50-0564	3	Screw #8-32 x 3/4"	2
50-4403	4	Snap cap	2
02-0419	5	Master cylinder cover	1
56-0479	6	Retaining clip	1
50-0418	7	Screw #8-32 x 1"	1
50-0022	8	Lock washer #8	1
50-0764	9	Hex. nut #8-32	1
14-1720	10	Teflon hose assembly 55" (140 cm) Lg	1
02-0393P	11	Clutch pedal assembly	1
50-0072	12	Hex. head bolt M10-1.5 x 45 mm	3
50-0444	13	Flat washer 3/8" I.D. x 7/8" O.D.	4
50-01022	14	Flat washer 3/8" I.D. x 1 3/4" O.D.	3
50-2617	15	Elastic stop nut M10-1.5	3
02-0436	16	Teflon hose assembly 58" (147,5 cm) Lg	1
14-1629	17	Regulator assembly	1
14-0934	18	Plastic tube 28" (71 cm) Lg	1
50-0535	19	Screw #14 x 3/4"	2
50-0473	20	Lock washer 1/4" I.D.	2
64-1372	21	90° Elbow	1
50-2036	22	Clevis pin 1/2" x 1 5/8"	1
50-2102	23	Cotter pin 1/8" x 1"	1
02-0439	24	Spring	1
02-0441	25	Clutch Release shaft lever	1
50-0821	26	Hex. head bolt 3/8"-16 x 2 1/4"	1
50-0265	27	Self-locking nut 3/18"-16	5

50-11047	28	Adapter with O-ring	1
02-0422	29	Servo unit	1
02-0403	30	Brace	1
50-11110	31	Adapter with O-ring	1
50-0256	32	Hex. nut M10-1.5	2
02-0405	33	Yoke (chromated)	1
50-0191	34	Hex. head bolt 3/8"-16 x 1"	1
50-2651	35	Hex. head bolt M8-1.25 x 35 mm	4
50-0874	36	Flat washer M8	8
50-0868	37	Elastic stop nut M8-1.25	4
50-2680	38	Hex. head bolt M10-1.5 x 50 mm	1
02-0448	39	Support assembly	1
68-0335		Anti-seize compound	1
FI-92108		Feuille d'instructions	1
IS-92108		Instruction sheet	1

★ Kit #02-0427 includes the same parts than kit #02-0426, plus a pipe assembly #37-2993.

PROCEDURE

Warning: Park vehicle safely over a repair pit, apply parking brake, stop engine and set battery master switch(es) to the "OFF" position prior to working on the vehicle.

Clutch Pedal Assembly installation. (Fig. 1)

1. Open front service compartment door, locate clutch master cylinder teflon hose mounted under driver's compartment floor, then disconnect hose from bulkhead union.

Note: Immediately cap hose opening to limit fluid leakage and the bulkhead opening to prevent hydraulic line contamination.

2. From inside vehicle, disconnect electrical wires from clutch pedal assembly (applies only on vehicles equipped with cruise control and/or Jacob's brake).
3. Remove the three bolts retaining pedal assembly to floor then remove the pedal assembly with its teflon hose. Discard fasteners.

Caution: If the vehicle is covered by procedure "C" (page 18) vehicle range, execute this complementary inserted procedure right now, and thereafter continue the current procedure. If not, continue the current procedure.

4. Remove the annexed sheet titled "Template For Drilling" (Fig 8), locate circles identified "Existing holes" then cut holes in paper following dotted lines. Align these holes with the existing ones on driver's compartment floor, then mark on floor the exact location where the three new holes have to be drilled. Drill 1/2" (13 mm) holes.

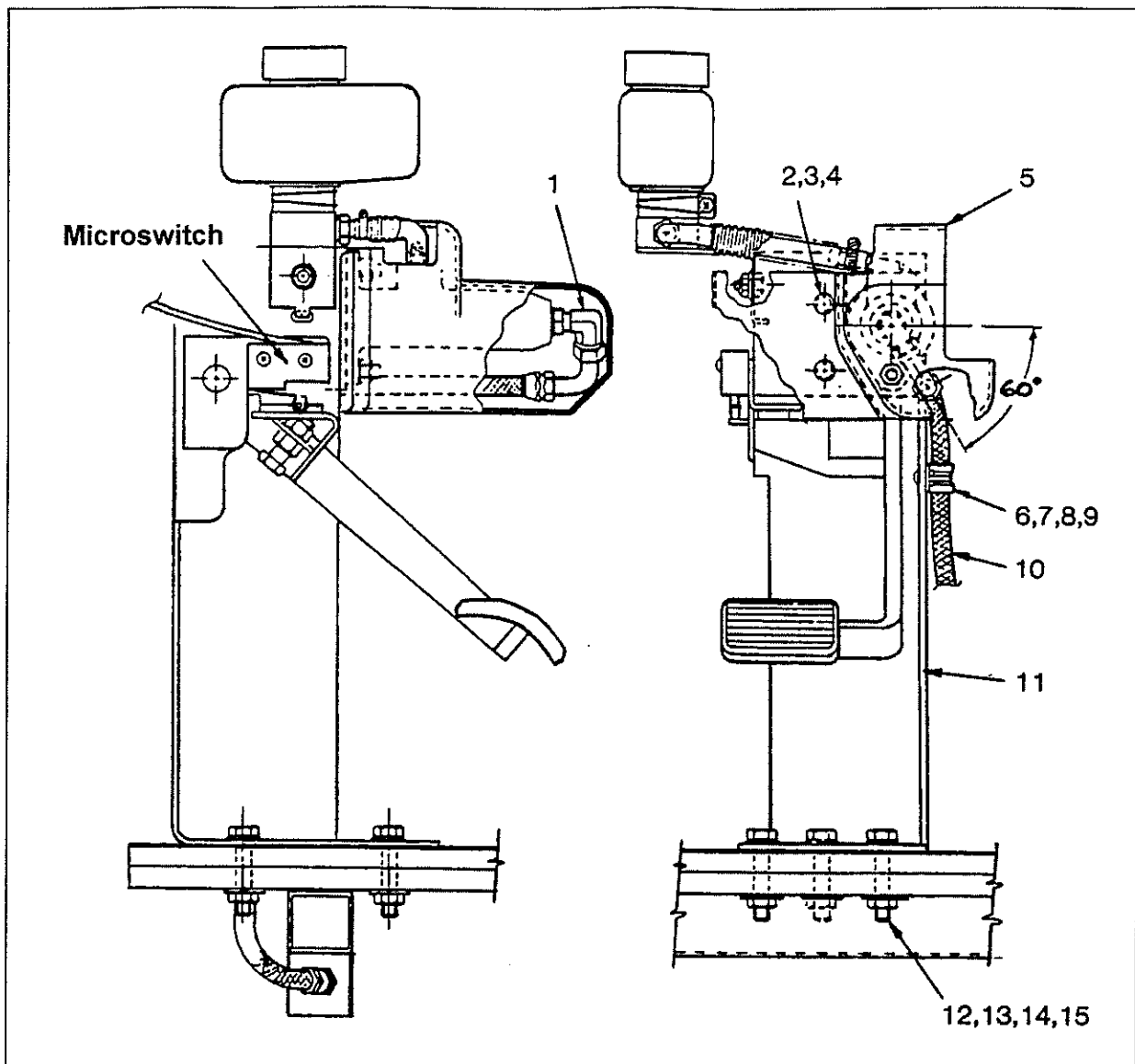


FIGURE 1: CLUTCH PEDAL ASSEMBLY INSTALLATION.

6. Remove plastic cap mounted at the end of master cylinder, screw a 90° Elbow (1), position it as illustrated in figure 1, then torque to 7 - 9 lbfoft (9 - 12 Nom). Connect teflon hose (10).
7. Attach teflon hose to pedal support using retaining clip (6), screw #8-32 x 1" (7), lock washer (8) and nut (9).
8. Introduce teflon hose through driver's compartment floor using existing hole, position new pedal assembly on floor then fix it using M10-1.5 x 45 mm hex. head bolts (12), flat washers (13,14) and elastic stop nuts (15).
9. Connect wires (if applicable).
10. Connect teflon hose to bulkhead union fixed under driver's compartment floor then close front service compartment door.

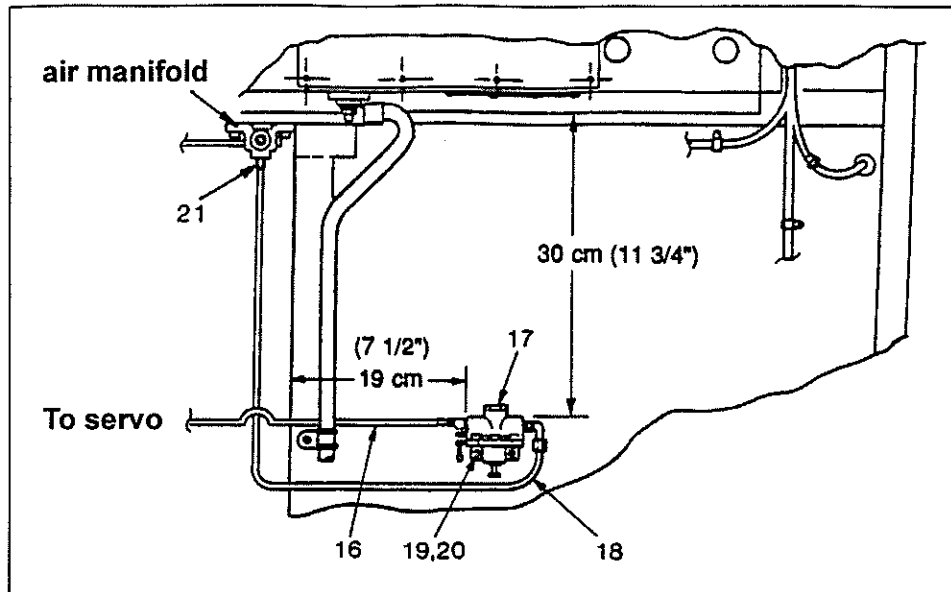


FIGURE 2: AIR PRESSURE REGULATOR INSTALLATION

Water pipe installation. (applies only on vehicles powered by 6V-92 engine)

1. Close both heater line shutoff valves, then lower engine block coolant level. Refer to Maintenance Manual.

Warning: Allow coolant to cool down prior to performing this task. The release of pressure from a hot system can result in loss of coolant and possible injury.

2. Locate water pipe assembly mounted close engine rear support (radiator side), remove and discard bracket retaining water pipe assembly, disconnect the three silicone hoses from pipe then remove and discard pipe assembly.
3. Position new pipe assembly (#37-2993), connect the three silicone hoses then secure with the previously removed hose clamps.
4. Refill engine cooling system, then open both heater line shutoff valves. Refer to Maintenance Manual.

Air Pressure Regulator installation. (Fig. 2)

1. Open drain valve located under the wet (main) tank to exhaust all air from this reservoir.
2. Open engine compartment R.H. side door.
3. Position regulator assembly (17) on R.H. wall as illustrated in figure 2 then using regulator bracket as a template, mark location of the two holes to be drilled.
4. Drill the two holes using a 3/16" (5 mm) bit. Mount regulator assembly using two #14 x 3/4" screws (19) and lock washers (20).

5. Remove compression nut and sleeve from the 90° elbow mounted on regulator, slide them on one extremity of new plastic tube (18) then connect it to the 90° elbow.
 6. Route other extremity of tube up to the air manifold as illustrated in figure 2.
 7. Remove and discard square head plug from air manifold, apply teflon pipe sealant on threads of 90° Elbow (21), then screw elbow.
- Note:** *Prevost recommends applying teflon pipe sealant on threads even if they are pre-coated.*
8. Connect plastic tube (previously routed) to elbow.
 9. Connect straight end of new teflon hose assembly (16) to regulator assembly (17) as illustrated in figure 2, then route the other extremity of hose assembly up to the clutch operating cylinder.

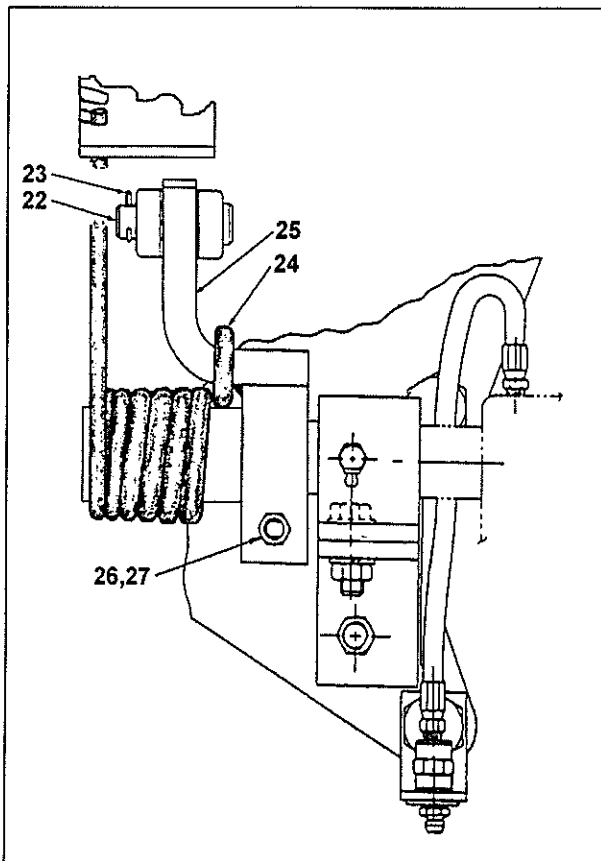


FIGURE 3: CLUTCH LEVER INSTALLATION.

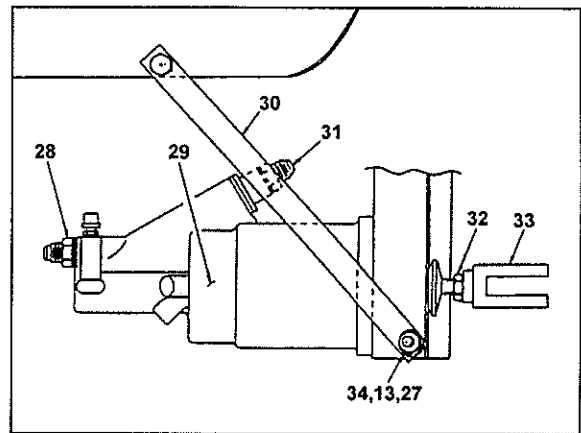


FIGURE 4: SERVO UNIT MOUNTING.

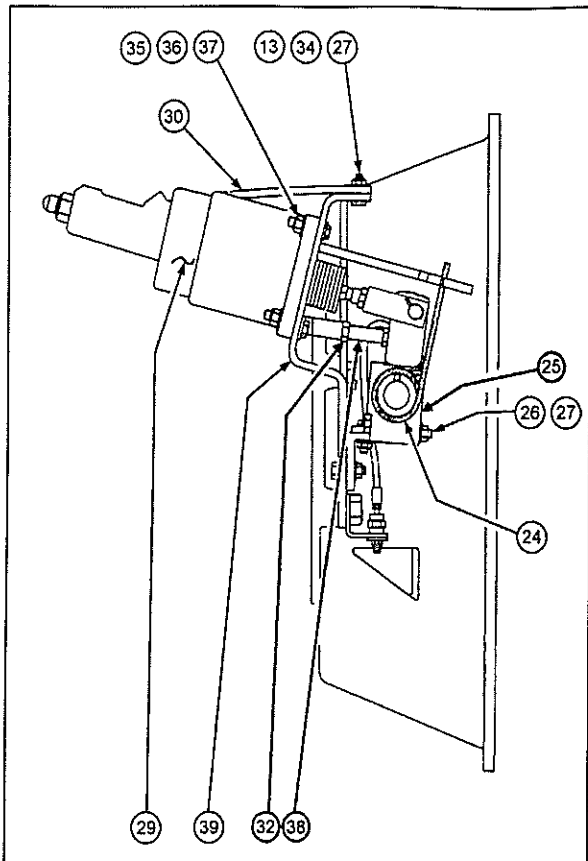


FIGURE 5: SERVO UNIT INSTALLATION.

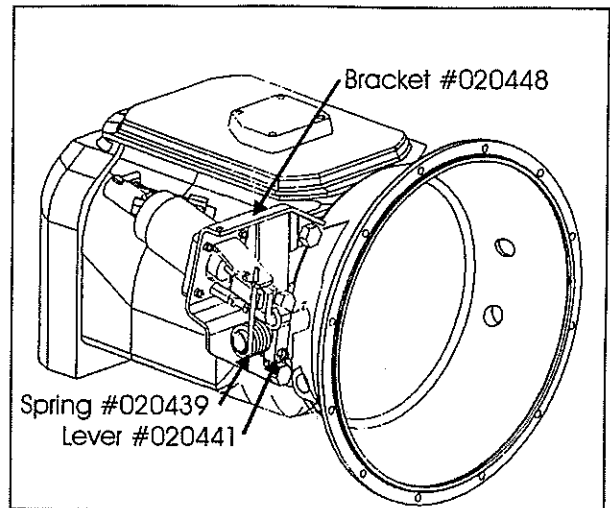


FIGURE 6: KIT MAIN COMPONENTS.

Servo installation (Fig. 3, 4, 5, 6)

1. Disconnect teflon flexible hose from clutch operating cylinder then immediately cap hose open end.

Caution: Keep all hoses and fittings clean. Do not allow any dirt to enter air and hydraulic systems.

2. Remove the three bolts retaining clutch operating cylinder support to top of transmission, unbolt clutch release shaft lever then remove support (with cylinder assembly), return spring and lever as an assembly.
3. Ensure key is remained in position on the clutch release shaft, then loosely mount shaft lever (25).
4. Unbolt journal bearing bracket angle from support fixed on transmission housing.
5. Remove the grease fitting from its bracket, move grease hose away, then remove the two bolts retaining support to transmission housing. Discard support but keep grease hose bracket.
6. Remove and discard plastic cap mounted at the end of servo unit (29), screw an adapter (28), then torque to 7 - 9 lbfoft (9 - 12 Nom).
7. Remove and discard plastic cap mounted on side of servo unit, screw an adapter (31) then torque to 7 - 9 lbfoft (9 - 12 Nom).

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8. Mount nut (32) and chromated yoke (33) on servo unit threaded rod, screw yoke until the latter fits flush with rod end then tighten nut.
 9. Assemble servo unit on new support (39) using four M8-1.25 x 35 mm bolts (35), flat washers (36) and elastic stop nuts (37) making sure to apply anti-seize compound on bolt threads.
Note: The servo unit must be positioned on support so that compressed air inlet will be facing the side of transmission.
 10. Install spring (22) on lever (23) as illustrated on figure 3.
 11. Loosely mount M10-1.5 x 50 mm bolt (38) and nut (32) on support.
 12. Remove a third bolt from transmission housing then fix servo unit support to transmission housing using bolts previously removed. Apply removable threadlocker (not supplied with kit) on bolt threads to prevent loosening. Do not forget to fix grease fitting support with the transmission lower bolt.
 13. Use clevis pin (22) to assemble chromated yoke to lever. Secure pin with a new cotter pin (23).
 14. Secure lever to clutch release shaft using a 3/8"-16 x 2 1/4" bolt (26) and self-locking nut (27).
 15. Fix journal bearing bracket angle to support using previously removed fasteners.
 16. Hook spring arm on the bracket notch which will provide the least tension on the spring. Additional notches on the bracket provide more tension on the spring in case of clutch overslipping.
 17. Reinstall grease fitting on its support.
 18. Connect teflon flexible hose (oil line) to the adapter mounted on the servo unit extremity.
 19. Connect the elbow adapter of teflon flexible hose assembly (from air regulator and previously routed) to adapter mounted on side of servo unit. Attach hose at different places on existing lines using cable ties (not supplied with kit).
 20. Reinstall the three bolts, (previously removed, step 2), on top of transmission making sure to position brace (30) as illustrated in figures 4 and 5. Apply removable threadlocker (not supplied with kit) on bolt threads. Fix the brace other extremity to servo unit support using 3/8"-16 x 1" bolt (34), flat washer (13) and self-locking nut (27).
 21. Close wet tank drain valve then run engine until air system pressure reaches at least 95 psi.
 22. Remove dust cap from regulator (previously installed), attach a pressure gauge to this port, loosen adjusting screw lock nut then turn screw to adjust pressure to 40 psi. Tighten lock nut then reinstall dust cap.

Hydraulic line filling and bleeding

1. Locate the bleed screw mounted at the end of servo unit, remove dust cap, then slightly loosen bleed screw (approximately 1/2 turn).
2. Slightly loosen teflon flexible hose connector from adapter mounted on servo unit extremity.

Warning: *Wear safety glasses during the following operation.*

Note: Two people are required to perform the following step.

3. Force brake fluid (meeting DOT 3 specifications) through the bleed screw opening, then tighten teflon flexible hose connector once fluid flows out from connector free of air bubbles. Continue to force brake fluid until it enters in master cylinder reservoir and flows free of air bubbles.

Note: A 40 psi (275 Kpa) pressure allows filling hydraulic line in a reasonable time.

4. Tighten bleed screw and reinstall dust cap.
5. Top up master cylinder reservoir.

Note: To ease filling, the reservoir support may be unbolted and reservoir moved close to you.

Caution: Never reuse brake fluid which has been bled from the system.

6. Mount master cylinder cover (5) then fix using two #8-32 x 3/4" screws (3) and snap cap washers (2). Install snap caps (4).

Clutch adjustment

Refer to maintenance manual to perform the release shaft journal, clutch release travel and free travel settings. On this new set up, the free travel setting is performed using adjusting bolt (38) and nut (32) instead linkage yoke.

Note: The clutch brake and pedal free play settings are factory made on pedal assembly and should not require any modifications afterwards.

-C-

**MODIFICATION ON A "H3-40" OR "XL" COACH EQUIPPED WITH 'JACOBS' BRAKE
AND PRECEDING VEHICLE 2P9H33408L1001062 (H3-40) OR 2P9L33400M1001763 (XL),
IN ADDITION WITH ONE OF THE TWO PREVIOUS PROCEDURES.**

MATERIAL

Kit #02-0430 includes the following parts.

Part No	Tag	Description	Qty
06-3147	1	Microswitch	1
50-0762	2	Machine screw #5-40 x 1 1/4"	2
50-0766	3	Nut #5-40	2
50-2649	4	Lock washer 1/8" w/external teeth	2
50-0437	5	Flat washer 1/8"	2

PROCEDURE

1. Once the clutch pedal assembly is removed, install the new microswitch with the new screws, nuts and washers provided in kit #020430. Discard every existing replaced parts. On figure #1, The new part is shaded and proper connections are illustrated. Follow these indications for proper connection. Now the previous main procedure can be continued.

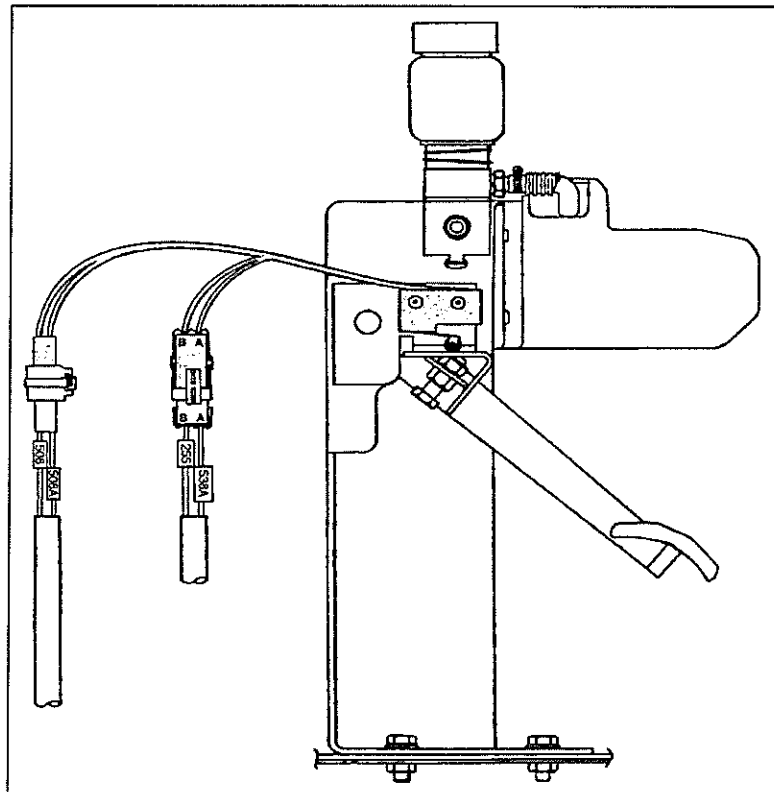


FIGURE 1: NEW MICROSWITCH CONNECTION.

TEMPLATE FOR DRILLING

APPLICABLE ON "XL" VEHICLES ONLY

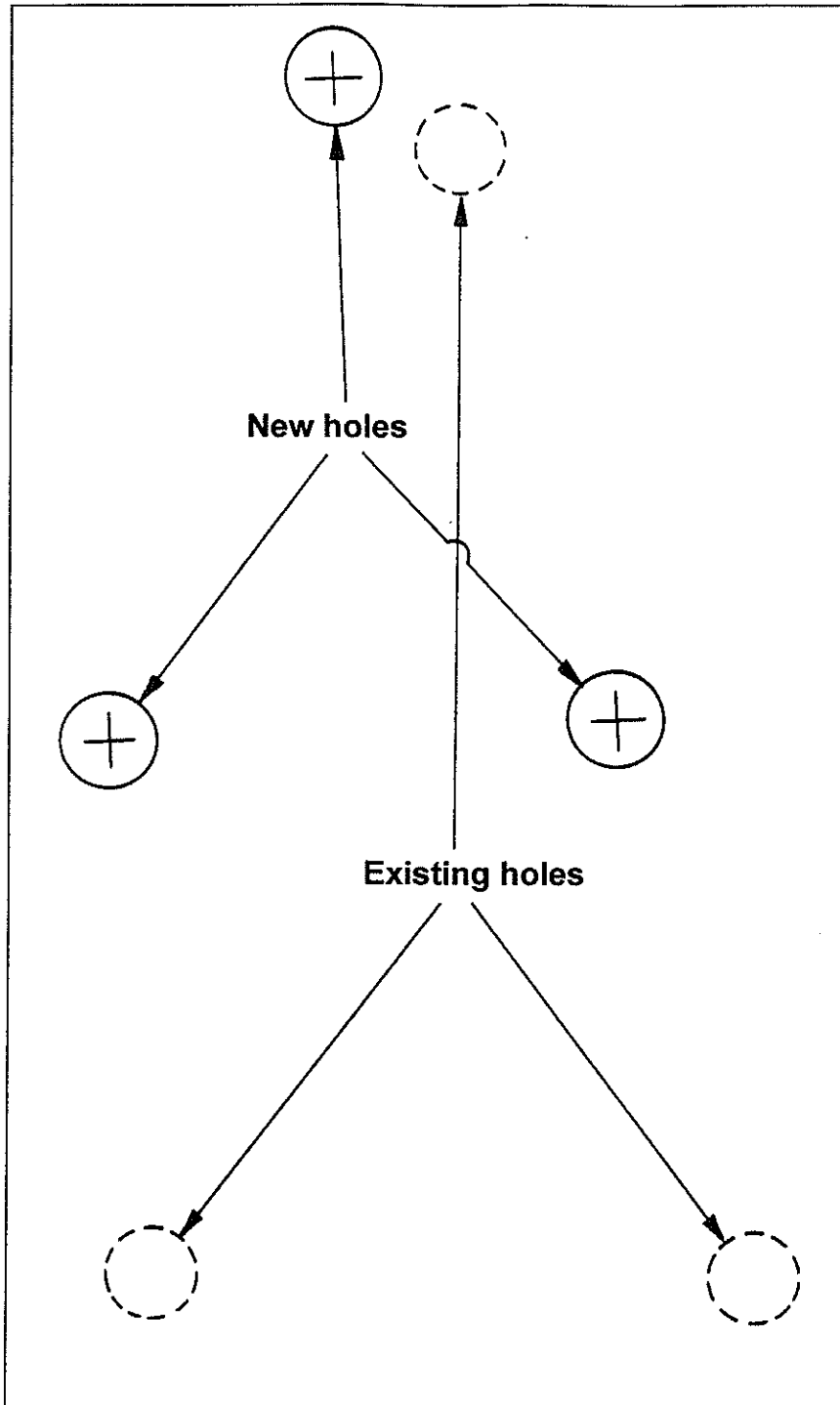


FIGURE 7: TEMPLATE FOR DRILLING (Applicable on "XL" vehicles only)

TEMPLATE FOR DRILLING

APPLICABLE ON "H3-40" VEHICLES ONLY

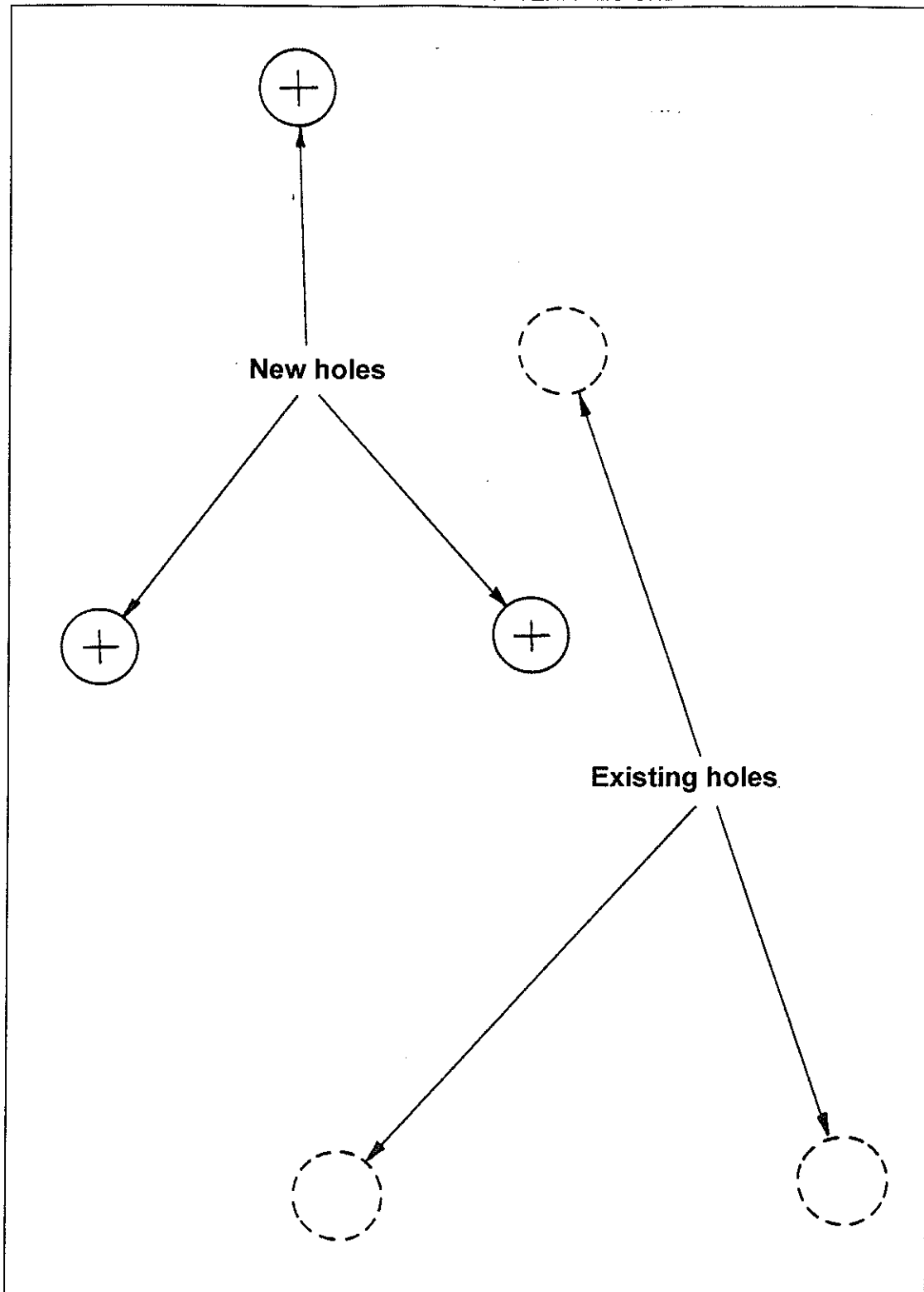


FIGURE 8: TEMPLATE FOR DRILLING (Applicable on "H3-40" vehicles only)