G50/G64 Clutch Release Shaft Quick Fix Kit

New Improved 2010 version
Now fits all G50 & G64 Transmissions
(Early or Late type)
87 to 98

To use this quick fix kit, you will first need to remove the old needle bearing/sleeve assembly from both sides of the old release arm. Use a punch or proper size socket to drive them out. Be careful not to damage the inner surface of the holes. If yours is the later type where the needle bearings are out in the transmission case then remove them from the bore in the case. Also remove the plastic bushings in the later type release arm as they will be replaced with our new bronze bushings.

The new flanged bronze bushings will be a very slight press fit in the arm. With the shoulders of the bushings facing out, gently squeeze them in place in the release arm. You can start them with your fingers and then tap them in with a hammer with a wooden block so you don't hit on them directly. Do not damage the surface of the bushings or break off the shoulders. Only light pressure is required here, don't overdo it. Make sure they start straight and true. They should bottom out on the shoulders of the bushings.

We have updated our already proven kit to allow it to fit into even the later updated type gearboxes. That's right, now our simple all inclusive kit will repair either an early G50 non updated type, one that has had the modification done to it, or the later type that came from the factory with the updated type needle bearings that are out in the case rather that at the release arm position.

This new and improved version comes with two additional bushings that allow our included shaft and bronze bushings to be retro-fitted into even the larger bore holes in the updated/later type cases. Just as before, with our previous version kit, no machining of anything is required. It is a simple bolt in fix. For simplicity reasons we have included all of the parts into one kit so you will only have one kit to buy. No confusion as to what type you have. One kit fits all. You just don't use the two additional bushings if your case has the small bore holes (early type). If you have the larger holes (later type) you use the bushings. It's as simple as that.

To assist you in sliding the shaft into the housing, we suggest screwing a long 8m bolt into the threaded end to use as a handle to help you grasp it and move it easily. You can also tap on the end of it with a hammer if it needs to be tapped into the housing to get it seated all the way, but be careful and tap easy. We also suggest if you must remove the shaft for any reason to slide a small weight with a hole in the end of it onto the long bolt and you can use it as a slide hammer to remove it.

If yours is the early type, you just install the shaft without using the two additional adapter bushings. Attach the small offset bracket to the new shaft using the short bolt and lock washer provided in the kit. Attach the bracket so that it looks like the old bracket and shaft.

If yours is the late type do the following: The smaller cup bushing goes into the case bore closest to the starter side of the case first with the cup side facing the center of the transmission. Hold the release arm up into the bell housing along with the release bearing. Slide the shaft through the case into the release arm using a little grease and into the small bushing previously installed into the case. Install the larger bushing over the bare end of the shaft and slide it all the way in. Attach the offset bracket using the 8mm bolt and washer into the threaded hole in the end of the shaft. Do not tighten yet. Insert the 6mm bolt, and washer into case through the other end of the offset bracket. You may now tighten both bolts and you are done.