

Clutch Pedal Does Not Return to Up Position During Shifts at High Engine RPMs (Inspect Date Code and Replace Clutch Kit) #05-07-31-001 - (Apr 8, 2005)

Clutch Pedal Does Not Return to Up Position During Shifts at High Engine RPMs (Inspect Date Code and Replace Clutch Kit)

2005 Cadillac CTS-V

2005 Chevrolet Corvette, SSR

with Tremec T56 6-Speed Manual Transmission (RPOs M10, M12, MM6)

Condition

Some customers may comment that while shifting at engine speeds greater than 6000 RPMs, the clutch pedal does not return to the up position. As the engine speed decreases, the clutch pedal will return to the up position.

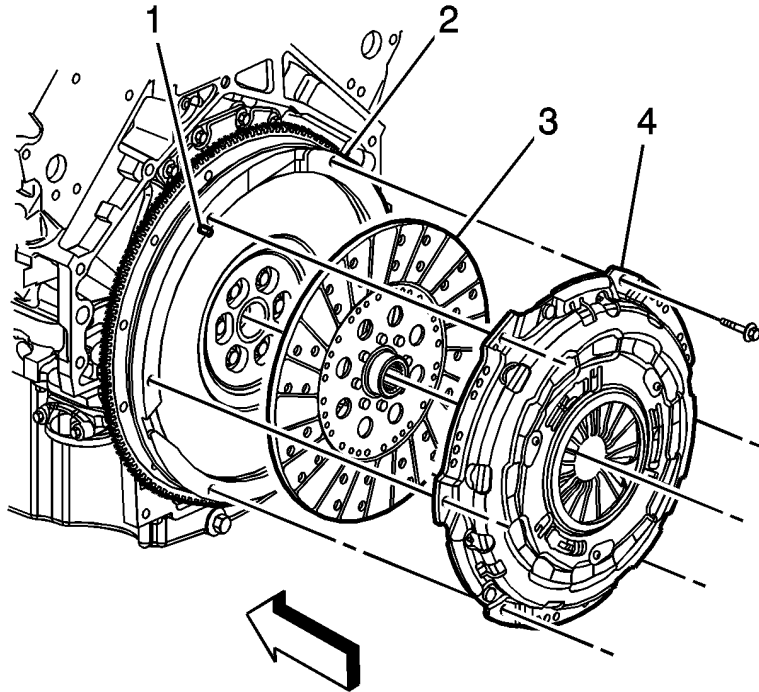
Cause

It is possible that when the engine speed is greater than 6000 RPM and the clutch pedal is depressed, centrifugal loads on the clutch diaphragm spring may be greater than the clutch return load from the diaphragm spring. This force created by RPM would be directionally opposite to the clutch bearing force, causing a near net zero or less than zero return force. As a consequence, the clutch pedal may be stuck at the bottom of travel at the floor. Once the engine speed reduces to less than 6000 RPM, spring return load dominates and the clutch pedal returns to normal function.

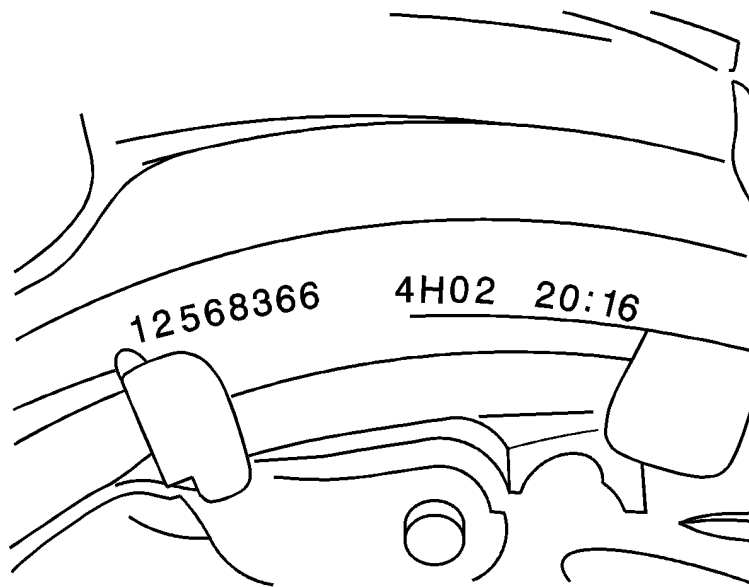
Correction

Inspect the clutch date code and replace the clutch kit if built *PRIOR* to the following date code:

- 4M21A/B/C for CTS-V and SSR
- 4M13A/B/C for Corvette



1. Remove the transmission to inspect the date code on the clutch pressure plate (4). Refer to the applicable procedure below:
 - Corvette -- Clutch Assembly Replacement (SI Document ID #1399532)
 - CTS-V -- Clutch Assembly Replacement (CTS-V) (Document ID #1453054)
 - SSR -- Clutch Assembly Replacement (SI Document ID #1581481)



Important:

The suspect clutches were built *PRIOR* to the following date codes:

- 4M21A/B/C for CTS-V and SSR
- 4M13A/B/C for Corvette

2. The date code is located on the pressure plate cover as shown above.
3. Replace the clutch kit (see part list below) if the date code on the pressure plate is *PRIOR* to the following date code:
 - 4M21A/B/C for CTS-V and SSR
 - 4M13A/B/C for Corvette

The date codes are interpreted as follows:

- The first character is the year.

- 4 =
2004
 - 5 =
2005
- The second character is the build month.

Important: The letter J is not used in the month code.

- January =
A
 - February =
B
 - March =
C
 - April =
D
 - May =
E
 - June =
F
 - July =
G
 - August =
H
 - September =
I
 - October =
K
 - November =
L
 - December
=M
- The third character is the day of the month.
- **Important:** It is possible that the fourth digit, the shift code, may not be present on the date code. The shift code does not play a critical part in determining a suspect clutch kit.

The fourth, and final, character is the shift code = A/B/C.

Parts Information

Part Number	Description	Qty
12581713	Plate Asm, CLU Press & DRVN (W/CVR) (CTS-V and SSR)	1
24233084	Plate Asm, CLU Press & DRVN (W/CVR) (Corvette)	1

Parts are currently available from GMSPO.

Warranty Information

For vehicles repaired under warranty, use:

Labor Operation	Description	Labor Time
K0800	Disc And/Or Clutch Cover, Clutch - Replace (CTS-V)	2.4 hrs
	Disc And/Or Clutch Cover, Clutch - Replace (Corvette)	4.5 hrs
	Disc And/Or Clutch Cover, Clutch - Replace (SSR)	2.9 hrs

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



**WE SUPPORT
VOLUNTARY
TECHNICIAN
CERTIFICATION**