



**Performance Engineered Driveline Components**

### **2007-2018 Jeep JK OEM Bearing Noise – Tech Tip.**

The OE mechanical Jeep bearing can make a rattle noise regardless of which mechanical bearing is being used, this has been an issue when Jeep switched to the NSG manual transmission.

- 2007 – 2011 Jeep issued a TSB; the fix back then was to add a washer behind the pivot ball to add more tension so that the TOB was pressed against the diaphragm with more force.
- The TOB being used for the newer JK is the same bearing that has been used for years, the difference is the newer transmission uses a lot of plastic pivot points for the release system.
- If you are dedicated to maintaining the OE mechanical release mechanism, then strongly suggest they replace all related components (pivot ball, TOB collar, clutch fork and slave) to help eliminate the dreaded bearing rattle noise.

#### **Reasons that CAN cause the noise with the OE release mechanism.**

- Worn pivot ball – this is a plastic ball and wears quickly.
- Worn TOB collar/candle stick – this is just a thin metal tube, and they can wear out / groove up easily.
- Worn pivot on the clutch fork.
- Weak spring tension on the external slave cylinder, even a new slave cylinder can have a soft spring internally.
- The OE system operates on a ratio, so as parts wear the ratio and tension changes resulting in a bearing noise.
- Uneven clutch diaphragm fingers – usually this isn't so much an issue if the rest of the components above are in good working order.

#### **McLeod's Solution to the dreaded Wrangler bearing rattle:**

- The McLeod **1250** internal hydraulic conversion bearing solves the rattle commonly found with the Jeep JK.
- Eliminates all the OE plastic components.
- Simple and clean installation that works with the factory OE hydraulic line.
- Improves clutch operation and feel.
- Larger bearing for improved bearing life.
- Priced lower than replacing the factory OE parts.

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