Chevrolet Spark Clutch Repair Kit



by x8rltd

Symptoms of Fault

Clutch pedal feels “snapped”, clutch pedal not working.

The Fault

The clutch pedals are prone to snapping.

Right hand drive Chevrolet Sparks built between July 1st 2009- October 17th 2012 suffer from this black ABS plastic part snapping on the clutch pedal. The material is simply not suitable for the application. Chevrolet introduced a thin metal bracket to reinforce this plastic but it is still failing on vehicles.

The Solution

Repair your snapped pedal / prevent damage by installing X8R's superior clutch pedal part

The X8R repair part is CNC machined from billet aluminium, which is far stronger than the plastic part installed by Chevrolet. A direct replacement for the original part to save the cost of replacing the whole pedal box mechanism, which would only fail again in time.

Please beware there are 3d printed repair parts available that are printed Grey to look like a metal part.

Vehicles Affected

Please note this kit is only suitable for Chevrolet Sparks manufactured between 2009-2012 that use a clutch cable system, NOT hydraulic clutch.

96683849 – Clutch cable

95962968 – pedal unit

Vehicle VINs affected from the recall: KL1MF4819AC125313 – KL1MF4819CC706722

You Will Receive

1 x Anodised aluminium improved design part for clutch pedal

Fitting kit comprising of Nyloc nuts, penny washers, standard washers, bolts and cable retaining pin.

Supplies

You will need:

- 10mm deep socket & rachet
- 13mm deep socket, rachet & extension
- Grips/pliers
- Trim removal tools
- Flathead screwdriver
- Philip's head screwdriver
- Paint pen
- 12mm spanner
- 10mm spanner
- Electric drill with 8mm drillbit
- Torque wrench



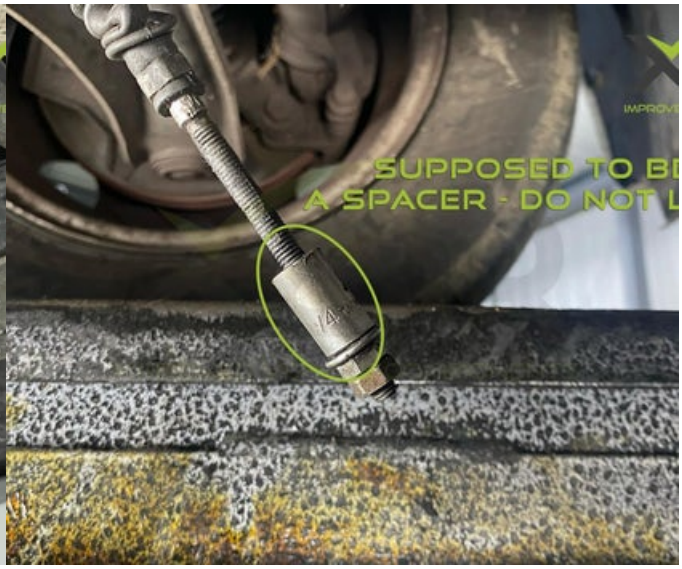
Step 1:

Either jack up the car or load onto a ramp.

Pop the bonnet.

The clutch cable is located under the vehicle at the base of the gearbox. Remove it from the holster using a 10mm deep socket and rachet on the end of the clutch cable, whilst holding the other side with grips. Ensure to keep hold of the spacer, as this is essential for adjusting the clutch in the future. Removing the clutch cable here will release the tension from the clutch pedal and make this repair much easier to carry out.





Step 2:

Remove the bottom steering cover panel. Remove the Philip's head bolt on the bottom right of the panel, and unclip the bonnet release catch using a flathead screwdriver. Use a trim removal tool to prise off the cover panel.





Step 3:

Use a paint pen to mark up the adjustable joint of the steering column. This is essential for the steering column to be lined up straight after the repair is complete.

Use a 12mm spanner to undo the bolts holding the steering column on. Then pull the steering column joint out of place.

TOP TIP: the toque settings for this repair have not been published online. We recommend using a torque wrench on all bolts BEFORE removal to test the torque specifications. Note the torque specs down for all bolts so you can tighten them up the same as they were before the repair.



Step 4:

Unclip the brake servo from the top of the brake pedal, then unclip the brake pedal switch.



Step 5:

Unclip the acceletator cable from the top of the accelerator pedal. Pull it and it will pop off.



Step 6:

Use a deep 13mm socket and extension to remove all 8 bolts holding on the pedal box. Then slowly remove the pedal box. You may need to move the brake servo forward slightly to wiggle the pedal box off.



Step 7:

Remove the central shaft from the clutch pedal by gripping the inner end with pliers and squeezing, whilst pushing the other end out with a flathead screwdriver. Pull the clutch pedal away from the mechanism. Set the spring aside for later.





Step 8:

Drill out the rivet with a 8mm drillbit.





Step 9:

Remove the black bung on the top of the clutch pedal, do so with a flathead screwdriver.



Step 10:

Pry apart the off-white lever from the main body of the pedal using a flathead.



Step 11:

Drill out the central rivet with an 8mm drillbit and pull it out. Pull apart the two pieces.







Step 12:

This part is optional. Fit the original reinforcement bracket to the new X8R part. Screw in the original screw through the hole shown.





Step 13:

Press the off-white lever back into the pedal.



Step 14:

Press the X8R bracket into the off-white lever as shown. Then install both bolts into the holes shown. Place two washers either side of the bolts (smaller washer on the pedal, larger washer on the X8R bracket) followed by the Nyloc nut on the otherside. Hold the nut with a 10mm spanner whilst tightening the bolt head with a 10mm socket and rachet.









Step 15:

Fit the spring into the hole shown.

Remember to fit the original clip as shown.





Step 16:

Fit the original bushes into the X8R bracket. Press the pedal back into the mechanism.





Step 17:

Push in the central shaft. You can use a rubber mallet to push it in if necessary.

Reinstall the clutch pedal box by repeating steps 1-6 in reverse.

This completes the repair. Please note the fasteners securing the X8R bracket should be periodically tested for tightness. If you need any further guidance on this install or would like to purchase the parts shown please call us on +44 01843 446643 or email us at sales@x8r.co.uk. Please also check out our instruction guide on YouTube. www.x8r.co.uk Installation is carried out at installers risk, if unsure please contact us or a professional, X8R Ltd cannot be held responsible for any adverse result of installing this product or any injuries caused by install, if in doubt ask a professional. All images and texts are copyright X8R Ltd 2024.

