

Guidelines for avoiding interference on the clutch system

The change of the complete clutch in total or of individual components does not always lead to the desired result. Below we have a few tips for you to avoid the one or other annoyance.

Prior to installation:

Thoroughly degrease the coupling before installation, e.g. with brake cleaner. Before assembly, check old and new parts to be compatible.

Flywheel

After a long running time of the clutch, the flywheel will often show wear. Corrugations, scratches and heat spots indicate a severe stress while having been in operation. It is absolutely necessary to machine the flywheel to the specified tolerances. Take also care of the mounting surface of the clutch. It must be rework by the same extent as the flywheel's counterpart.

Spigot bearing

If the spigot bearing gets stuck, reliable disengagement of the clutch will not be possible. Damage on this bearing causes strong noises and leads to an angular misalignment which may damage the clutch disc. It is also recommended to replace the spigot bearing when replacing the clutch.

Radial (shaft) sealing rings

Grease or oil spills considerably affect the function of the clutch. Grease and oil marks in the coupling bell or on the coupling surfaces urgent replacement of the shaft seal rings. Since replacing either of these sealing rings means to disassemble the gearbox from the engine, it is most reasonable to replace them precautionary on the opportunity of a clutch exchange.

Clutch release bearing

The clutch release also should always be replaced when the clutch is changed. It must not be tilted and must slide easily on the guide sleeve. Grease lightly with prescribed grease, remove any excess grease.

Clutch release guide sleeve

Check for proper fit. The guide sleeve must be centered and parallel to the transmission main shaft. Pressure points or grinding traces on the sleeve impair the exact sliding of the release bearing and lead to slipping or plucking of the coupling.

Clutch release lever

Check the moount of the release lever for smooth operation. Too much clearance reduces clutch disengagement. Uneven wear on the driving dowels to the disengagement bearing leads to bearing tilt and to insufficient sliding smoothness of the release bearing.

For vehicles with an external return recuperating spring, check the adequate spring force.

Clutch cable/push rod

An exact check of the clutch cable is not always possible. It is therefore recommended to renew the clutch cable in the course of the clutch change. Check the coupling push rod for distortions, the condition of the adjustment threads and the supports.

Centering

This is often neglected. As a result, the proper functioning of the coupling after installation is not guaranteed (plucking, insufficient disengagement). It is imperative to check the centering of the flywheel, ideally with a centering aid (usually not included in the scope of delivery of the clutches sold by us).

Conclusive advice

Even if you regularly fumble on your baby, it is never wrong to consult an experienced mechanic. And probably not only after having encountered problems. Not for nothing you will always find the following note on our invoices:

Installation of spare parts only by qualified personnel!