

PROBLEM: Excessively worn diaphragm fingers

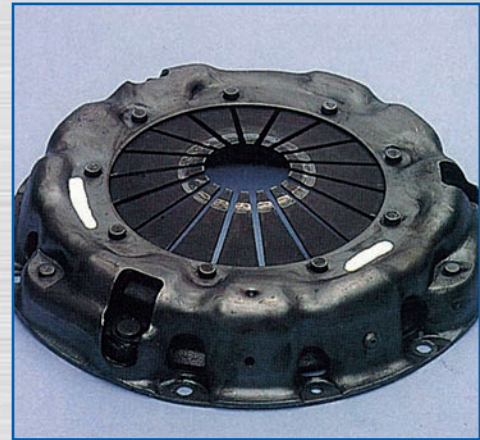
SYMPTOM: Pedal graunch sometimes described as erratic feeling when depressing clutch pedal with engine running but OK when not running/ Notchy clutch pedal

CAUSE:

1. Eccentricity between the axis of rotation of the clutch cover pressure plate assembly and that of the clutch thrust bearing
2. Inferior clutch thrust bearing (not self centering type)
3. Worn release bearing sleeve carrier or clutch fork
4. Lack of free travel

SOLUTION:

1. Refer misalignment tips on page 78
2. Fit proper self centering bearing
3. Rectify release mechanism and align
4. Adjust free travel to manufacturer's specification



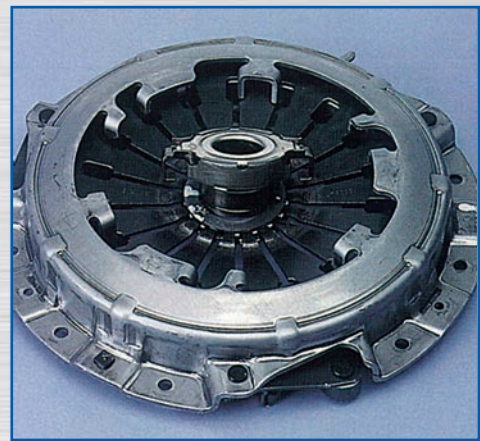
PROBLEM: Bearing retainer clip not connected to diaphragm

SYMPTOM: No pressure on clutch pedal - new pull type clutch just installed

CAUSE: Proper installation procedures have not been followed. The snap-in mechanism of the release bearing has not been clipped on firmly

SOLUTION: When the transmission is installed onto the mating area of the engine the release bearing is preliminarily set into position where the release fork of the transmission is fitted

After installation of the transmission, the release lever must be pulled in the reverse direction to secure the release bearing to the retaining mechanism. The bearing is then snapped in. (Also refer to manufacturer's specifications)



PROBLEM: Clutch diaphragm fingers or levers are uneven

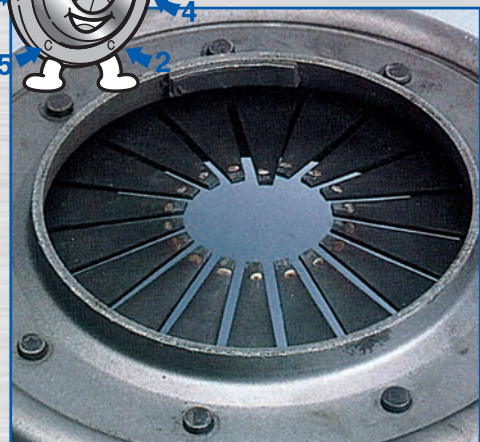
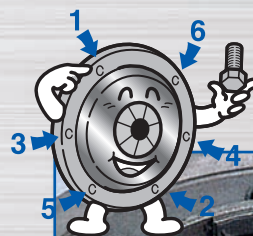
SYMPTOM: Clutch drag/Pedal vibration

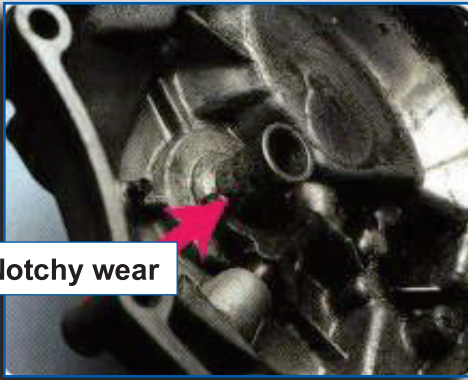
CAUSE:

1. The pressure plate cover assembly was torqued down incorrectly i.e. not diagonally
2. The pressure plate cover assembly was torqued down with an air wrench

SOLUTION:

1. Refer to page 19 for proper tightening specifications.
2. Never use air tools to torque down a clutch





Notchy wear on front cover

- PROBLEM:** Abnormal wear on the release bearing guide tube
- SYMPTOM:** Sticky or notchy pedal/Slipping clutch
- CAUSE:** Driveline misalignment. No grease applied to guide tube
- SOLUTION:** Refer misalignment tips on page 78. Apply appropriate grease. Renew worn parts



- PROBLEM:** Worn clutch thrust bearing carrier
- SYMPTOM:** Pulsating pedal with engine running
- CAUSE:** Faulty installation as the clutch thrust bearing carrier is worn on the saddle where the fork pivots. This also reduces the tension on the wear clip retainer. In this case, due to the lack of tension, the fork has become dislodged and scored the back of the bearing
- SOLUTION:** Always replace worn clutch thrust bearings, carriers and worn forks