

CLUTCH FITTING TECHNICAL NOTE



1

After disassembling the gearbox from the engine :

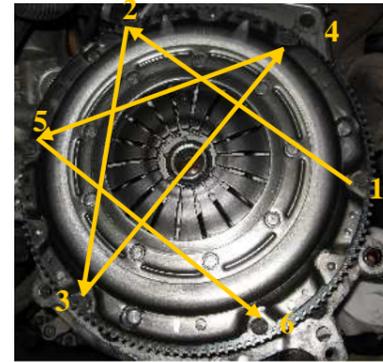
- 1- Check engine crank shaft seal : Verify that there is not oil contaminating the flywheel . In case of presence of oil leak , remove the flywheel and change the crankshaft seal and reassemble the flywheel.
- 2- Check gearbox input shaft splines checking that there is not damaged or show excessive wear along the spline length.
- 3- Check Flywheel Fixing Bolts.
- 4- Check Flywheel Friction surface .If there are cracks and/or excessive wear of the friction surface, or blue color due to heating, change the flywheel.
- 5- Check the gear box input shaft seal : Verify that there is not oil coming from the gear box. In case of presence of oil repair the gear box changing the input shaft seal.
- 6- Check the clutch disengage system
 - a.- Check the guiding tube surface: not marks and not excessive wear.
 - b.- Check the clutch fork: not excessive wear at connecting points.
- 7- Check that the push rod at receiver cylinder can move sliding smooth when is pushed and it don't leak oil.



2

Prepare the clutch for assembly :

- 1- Apply a small quantity of grease in the hub splines at approximately 5 mm of the hub extremity
- 2- Apply a small quantity of grease in the release bearing (internal diameter and contact area with the fork axe), in the guide tube and in the fulcrum fork.
- 3- Position the driven plate in the flywheel thanks to the centering tool.
- 4- Fasten the cover assy centering it with the pins and hand tightening 3 screws at 120° and checking that the driven plate remains stable and well centered with the centering tool.
- 5- Use original car bolts M7 star head.



3

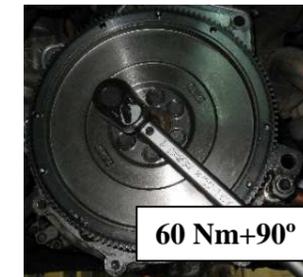
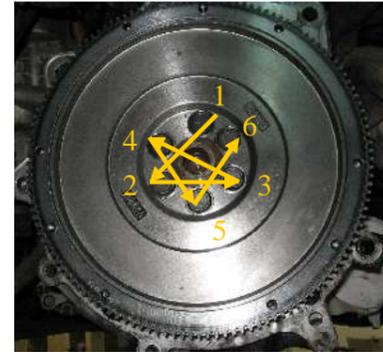
Fasten the flywheel and the clutch :

Position carefully the new flywheel Valeo on the crankshaft center and tightening the bolts (M10x19,5 hexagonal head) with a progressive torque following a star sequence. Avoiding to apply excessive torque on this one. Tightening torque: 60 Nm + apply a torque angle of 90° over each bolt.

4

Fixing the flywheel and the clutch:

1. Tightening each bolt with progressive torque following a star sequence: a screw every 120°, avoiding to apply excessive torque on each one. The diaphragm fingers have to move as uniform as possible. Repeat the complete start sequence approximately 3 times .
2. Complete the Fixing applying a torque of **20Nm** always following the start sequence.
3. Assembly the release bearing on the guide tube and check that the sliding is correct.



5

Re-assemble the gearbox

1. Check that the dowel pins are existing and that they are not damaged.
2. Position the gearbox coaxially with the engine crankshaft, supporting the gearbox weight with the appropriate tools.
3. Introduce the gearbox input shaft into the driven plate hub spline.
4. Take care that the input shaft be introduced without shock. If necessary rotate the crankshaft to make easier the input shaft fitting.

Avoid that the weight of the gearbox be supported by the driven plate of the clutch during the assembly.

5. Check that the gearbox is in full contact with the engine block and that the centering pins are well fitted
6. Fixe the gearbox to the engine block tightening the all the bolts with the appropriate torque

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After the assembly

Check that the clutch is well working:

1. Check that the clutch is well disengaging and reengaging allowing a smooth shifting of each gear box ratio (including reverse)
2. Check that there is not abnormal noise when engaging and disengaging operation
3. Check that that there's not abnormal vibration or noises when increase engine speed in neutral up to 4000 rpm.
4. Check that there is not abnormal clutch sliding in driving conditions.