



CLUTCH FITTING TECHNICAL NOTE



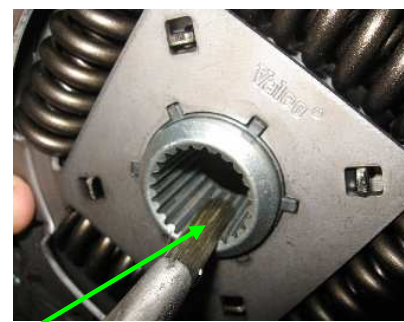
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After disassembling the gearbox from the engine :

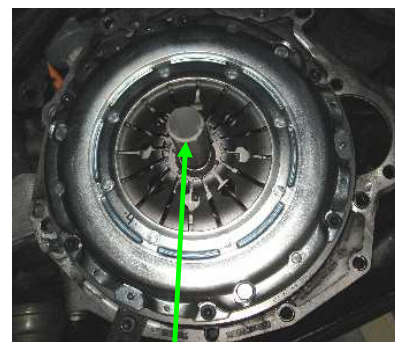
- 1- Check engine crankshaft seal : Verify that there is not oil contaminating the flywheel. In case of presence of oil leak, after remove the flywheel, change the crankshaft seal.
- 2- Check gearbox input shaft splines checking that there is not damaged or show excessive wear along the spline length.
- 3- Block the flywheel in rotation and remove the flywheel fixing bolts.
- 4- 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.
- 5- 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.
- 6- Check that the push rod at receiver cylinder can move sliding smooth when is pushed and it don't leak oil.



Apply a small quantity of grease



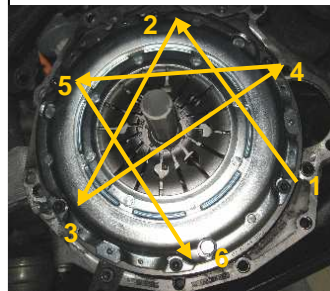
Centering tool



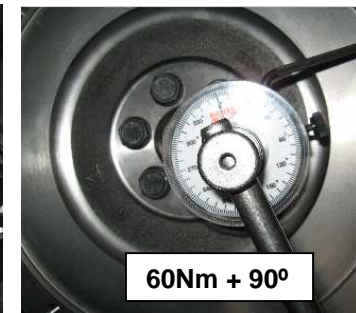
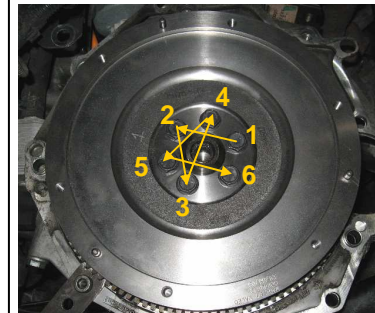
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Prepare the clutch for assembly :

- 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 Valeo bolts (**M8X1.25**)



25Nm



60Nm + 90°

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Fasten the flywheel and the clutch :

- 1- Position carefully the new flywheel Valeo on the crankshaft center and tightening the bolts **M10x1** with a progressive torque following a star sequence. Avoiding to apply excessive torque on this one. Tightening torque: **60Nm + 90°**

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Fasten the clutch and release bearing :

- 1- Position the driven plate in the flywheel thanks to the centering tool (to see photo)
- 2- 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.
- 3- Tighten smoothly each screw respecting a star-like sequence as for the tightening of the flywheel. The diaphragm fingers have to move as uniform as possible. Repeat the complete sequence approximately 3 times. Use screws M8x1.25
- 4- Complete the fastening applying a torque of 25Nm thanks to a torque wrench respecting the previous sequence.
- 5- Assembly the release bearing on the guide tube and check that the sliding is correct.

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Re-assemble the gearbox

1. Check that the block 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. Finally fasten the gearbox to the engine block tightening the screws with the appropriate torque.

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After the assembly

Verify that the clutch is well working:

- Disengage and reengage the clutch shifting each gear ratio (including reverse)
- Check that there is not abnormal noise when engaging and disengaging operation
- In neutral speed up to **4.000 rpm** and check that there's not abnormal vibration or noises.
- Check there is not abnormal clutch sliding in driving conditions.