TECH BULLETINS

TSB - DE01

CLUTCHTECH

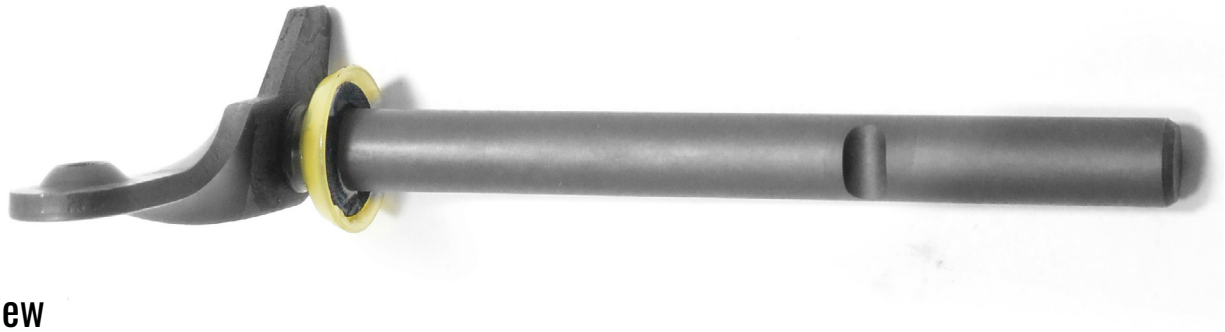
TSB-DE01

Clutch Release Mechanism Problems

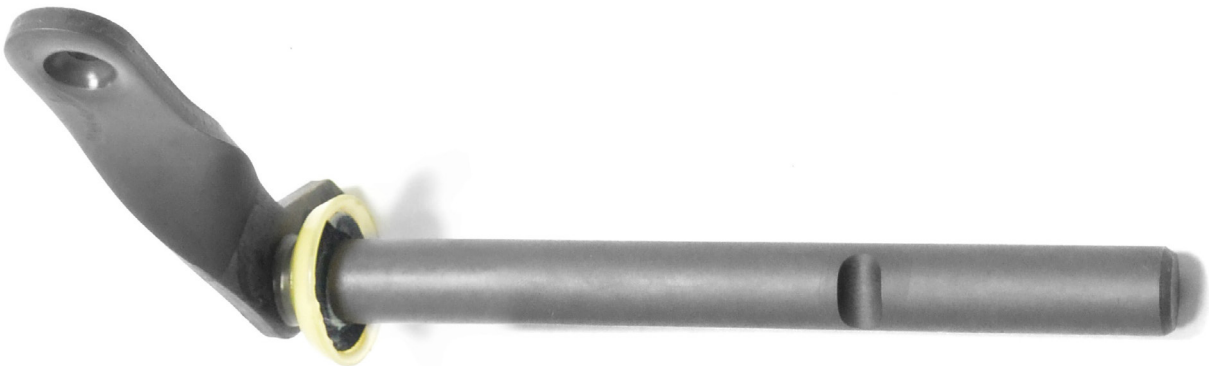
When the transmission has been removed, careful inspection of the clutch release mechanism is required. It is not necessary to remove the gearbox when fitting a clutch to many of these vehicles and the condition of the release mechanism is therefore seldom checked, resulting in clutch non-release, hard pedal action, vibration and slipping problems.

The gearbox input shaft sleeve, clutch release fork and clutch release shaft bushes should be carefully inspected for wear. A worn input shaft sleeve will prevent the release bearing from moving freely, causing hard clutch pedal action, vibration and slipping problems. A worn clutch release fork will cause misalignment of the release bearing on the gearbox input shaft sleeve and cover assembly diaphragm fingers, resulting in clutch non-release and vibration problems. Worn release shaft bushes will cause excessive play in the release shaft resulting in clutch non-release, hard pedal action, slipping and vibration problems. A distorted or worn clutch release fork securing bolt will allow the release fork to rotate on the release shaft, resulting in clutch non-release problems.

The cross shaft in these vehicles will often experience fractures in the welds between the arm and the cross shaft which causes the slave cylinder to bottom out on the circlip after installation. These fractures cannot be seen but can be identified by inspecting the angle of the arm to the cut out in the cross shaft. If the cross shaft is damaged, as shown below, a new cross shaft must be used in the vehicle. These cross shafts are commonly available from Australian Clutch Services.



New



Worn/Damaged

LEADING BRANDS

CLUTCHPRO CLUTCHPRO COMMERCIAL

For further support, please contact your distributor and/or visit our website.

AU site: australianclutch.com.au
US site: xclutchusa.com

TQCSI ISO9001:2015 Quality Certified AU1045-QC