



# CLUTCHTECH



## TSB-BM01

### Correct Method of Fitment for Self-Adjusting Clutch Assemblies

When fitting a ClutchPro clutch kit fitted with a locking plate assembly it is essential to ensure that the correct method of fitment is followed.

The matched kits for these vehicles include a ClutchPro SAC (Self-Adjusting Clutch) cover assembly which has an internal spring-loaded self-adjusting mechanism which automatically compensates for the change in diaphragm finger height which occurs normally as the driven plate facings wear down, and maintains diaphragm finger height at a constant position over the life of the clutch in the vehicle. The advantages of the SAC cover assembly over conventional cover assemblies are constant low release load over the life of the clutch, and increased wear capacity which translates to longer clutch life in the vehicle. The constant low release load means that pedal effort remains constant and does not increase over the life of the clutch, and the clutch pedal engagement and disengagement points do not change over the life of the clutch. ClutchPro SAC cover assemblies are fitted with a pre-tensioning locking plate during assembly. The locking plate is fitted between the cover assembly cover and diaphragm, and ensures that the cover assembly is held in the correct pre-tensioned position prior to fitment. The locking plate is designed to be removed from the cover assembly only after the complete clutch assembly has been bolted onto the flywheel.

**THE LOCKING PLATE SHOULD NOT BE REMOVED FROM THE COVER ASSEMBLY UNDER ANY CIRCUMSTANCES PRIOR TO FITMENT AS THE COVER ASSEMBLY SELF-ADJUSTING MECHANISM WILL DE-ADJUST ITSELF AND THE WARRANTY WILL BE IMMEDIATELY INVALIDATED.**



The locking plate can only be removed from the cover assembly after fitment by engaging an Allen-head socket wrench or key into the centre hole of the locking plate, and rotating the locking plate in order to disengage it from the cover assembly. A slight click may be heard from the cover assembly when the locking plate is removed.

The locking plate should be refitted to the cover assembly before removing the clutch assembly from the flywheel for any reason in order to ensure that the self-adjusting mechanism does not de-adjust itself. The locking plate should therefore be retained by the garage or workshop in case there is any future need to remove the clutch assembly from the vehicle.

ClutchPro will not accept any SAC clutch assemblies returned as warranty claims where the locking plate has not been refitted to the cover assembly before removing the clutch assembly from the flywheel.



<https://youtu.be/KlutJueTFD0>

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