



CLUTCHTECH



TSB - VW07

Correct Cover Assembly Fitment

Applies to ClutchPro kits:

KVW19001, KSE20002, KVW20005, KSE21001, KSE21003, KVW21003, KVW21005

When fitting a clutch to Volkswagen Golf, Jetta, Polo or Seat Cordoba, Ibiza and Toledo vehicles with pull-type clutches it is essential to ensure that the flywheel is correctly fitted onto the cover assembly mounting flange, and the release plate and circlip are correctly fitted onto the cover assembly diaphragm. Failure to do so will result in clutch non-release, slipping, vibration and noise problems, and in some cases total destruction of the clutch.

The flywheel dowel pins should be correctly located in the two dowel locating slots on the cover assembly mounting flange. Flywheel dowel pin misalignment will distort the cover assembly when the flywheel bolts are tightened, causing clutch non-release, slipping, vibration and noise problems. Misalignment of the Flywheel on the cover assembly will also cause the flywheel to foul against the starter motor drive gear and the bellhousing. It is recommended that the location of the flywheel dowel pins is marked on the outside of the flywheel to ensure that they are correctly positioned when the flywheel is fitted.

Later-model Volkswagen and Seat vehicles have flywheels and cover assemblies with a single dowel pin location instead of the earlier two dowel pin location. The single dowel pin cover assemblies are referred to as OD-located cover assemblies as the outside diameter (OD) of the cover assembly mounting flange has raised lugs which locate on the inside diameter of the flywheel mounting flange.

The OD-located cover assemblies are easily identifiable by the single dowel locating slot and the raised OD-location lugs around the circumference of the mounting flange. Care must be taken to ensure that the correct matched kit is supplied for OD-located vehicle applications as the different cover assemblies are not interchangeable.

Two different types of cover assembly release plate and circlip are fitted to these vehicles, and the release plates should be correctly located with their cut-outs beneath the three raised diaphragm fingers of the cover assembly. If the circlip is not located correctly it will work loose and foul on the driven plate, resulting in shearing of the cushion segments and total destruction of the clutch.

The diaphragm spring of the 190mm cover assembly in the matched kit has two closely-spaced raised fingers and a third raised finger diametrically opposite. The release plate circlip should be fully seated beneath the raised diaphragm fingers with its upturned ends located between the two closely-spaced fingers, facing towards the gearbox.

The diaphragm springs of all other 190mm, 200mm and 210mm cover assemblies have three equally-spaced raised fingers. The release plate circlip should be fully seated beneath the raised diaphragm fingers with the dropped ends of the circlip securely located in the corresponding holes in the release plate, facing towards the engine. The release plate supplied by ClutchPro has two small holes into which the dropped ends of the circlip are located.

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