



## CLUTCH TECHNICAL GUIDE

**TBC11**

---

### **Background:**

In installations of these applications, Non-Release has been an area of concern.

It has been found that the diaphragm fingers will hit the side plate of the Clutch Plate if the bearing is stroked to 8mm. It should only be stroked 6 to 7mm for optimum performance and to avoid the diaphragm hitting the Clutch Plate.

To achieve the best result when carrying out the installation and to ensure the bearing is not over-stroked, reduce the stroke of the Master Cylinder or Cable using the adjustment nut until the clutch doesn't disengage. Then increase the stroke of the Master Cylinder or Cable until the clutch disengages to a comfortable pedal position i.e. typically 50mm off the floor.

If you continue to increase the stroke of the Master Cylinder or Cable, the clutch will eventually cease to disengage. This is the point where the diaphragm has fouled on the Clutch Plate. If this happens, reduce the stroke of the Master Cylinder or Cable to achieve disengagement at a comfortable pedal height.

This is an actuation fault rather than a clutch kit fault. To ensure correct function of the clutch kit, we recommend the following.

### **Solution:**

Always check the Master Cylinder stroke or Cable adjustment and, if required, reset the travel to ensure correct function of the Clutch.