



## CLUTCH TECHNICAL GUIDE

**TBC73**

### Background:

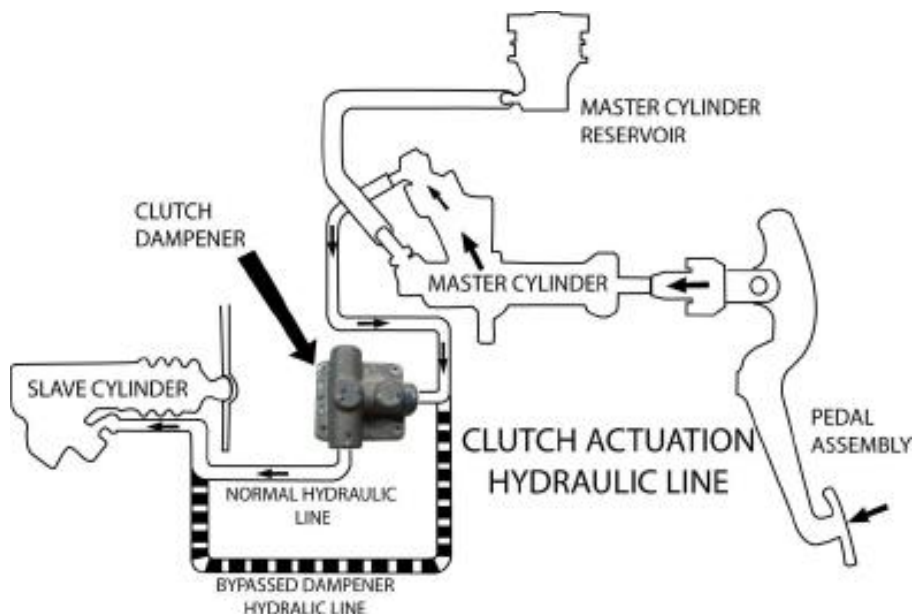
Installation of a new Clutch Kit can highlight an actuation issue on these vehicles. If a new clutch kit has been installed and disengagement problems are occurring, the Clutch Dampener component located between Master Cylinder and Slave Cylinder could be at fault. This is a Damper fault rather than a Clutch Kit fault.

To ensure correct function of the clutch kit, we recommend the following:

### Clutch Damper Diagnosis

1. If after correctly bleeding the system, gear selection is difficult or not able to be achieved, the clutch damper could be at fault.
2. If gear selection is possible after manually levering the release fork, this means that the clutch damper is not providing the necessary amount of fluid to the slave cylinder.

The sealing mechanism in the clutch damper is either not sealing, and/or the rubber damper is compressing when it shouldn't be.



3. To confirm this is the case, bypass the clutch damper by using a suitable joiner tube from master cylinder directly to the slave cylinder. Then depress the clutch pedal to see if gear selection performance is sufficient.
4. If release is now satisfactory, it is recommended that the clutch damper as a whole unit be replaced.

**Note:** It is not recommended to permanently bypass the malfunctioning clutch damper. The clutch damper should always be used in the fluid system of this vehicle application.

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**Solution:**

Always check the vehicle's fluid Damper as described above and, if required, replace it when replacing the Clutch Kit to ensure correct function of the Clutch.