VALEO CLUTCH TROUBLESHOOTING GUIDE

SLIPPING CLUTCH

Loss of Drive

CAUSE: Clutch facing material is oil contaminated.

ACTION: Replace facing oil seals.

Gain in Drive

CAUSE: Clutch facing material has become gummed.

ACTION: Replace or repair the self-adjusting mechanism or in the case of semi-automatic adjusters - reset.

Difficult Clutch Engagement

CAUSE: Transmission has been damaged at speeds in excess of the maximum for the gear selected or the incorrect gear has been selected instead. This has caused the facing to burn.

ACTION: Replace new clutch and redrive the driver.

Difficulty Changing Gears

CAUSE: Release bearing travel is insufficient.

ACTION: Inspect release mechanism for full travel or lost motion due to worn parts. A stamped steel release arm can wear and break. Always renew and check arm and external pivots. Install new fork bushings and lubricate as required with high melting point grease.

Noise

CAUSE: The transmission was forced into position damaging the splines of the disc hub.

ACTION: Install new clutch and carefully control the position and alignment of the transmission during installation. Use a transmission pack and possibly install temp­er­ature­proof packings used in align­ing the transmission to the engine.

Difficulty Changing Gears

CAUSE: The self-adjusting mechanism fails to lock due to worn ratchet and pin.

ACTION: Repair self-adjusting release system, replace ratchet and pin.

Difficulty Changing Gears

CAUSE: The cover has not been located on the flywheel dowel pins correctly.

ACTION: Install new clutch kit. Check all components of the release system, particularly self­adjusting release systems and guide tubes. Check for leaking oil seals.

Slipping and Chattering

CAUSE: Driver spring foot on the clutch pedal or incorrect clutch adjustment.

ACTION: Do not use the clutch pedal as a footrest. Inspect for correct clutch adjustment.

Slipping and Loss of Drive

CAUSE: Release bearing travel is insufficient.

ACTION: Inspect release mechanism for full travel or lost motion due to worn parts. A stamped steel release arm can wear and break. Always renew and check arm and external pivots. Install new fork bushings and lubricate as required with high melting point grease.

Noise

CAUSE: Seized release bearing due to excessive heat caused by incorrect bearing pre-load or loss of grease.

ACTION: Install new clutch and check all components and adjustments of the release system i.e. cables, linkages, fork, bell studs, fork bushings and self­adjusting release systems.

Noise While Depressing Clutch Pedal

CAUSE: The transmission shift has stuck and bent the diaphragm spring fingers during installation.

ACTION: Install new clutch and carefully align and control the position of the transmission during installation.

Noisy Clutch

CAUSE: Broken location lug due to worn release fork and/or no lubrication.

ACTION: Replace any worn components and install new clutch. Apply a liberal amount of high melting point grease to the fork center pins.

Grating Noise When Pulsing Away

CAUSE: Insufficient lubrication of the clutch fork, particularly at the pivot point.

ACTION: Clean and lubricate all components using a high­temperature grease. If excessively worn, replace the fork and bell stud.

Metalli­nic Noise at Bottom of Pedal Travel

CAUSE: The release travel is excessive causing the diaphragm spring to contact the clutch disc.

ACTION: Install new clutch and ensure correct clutch adjustment.

Noise During Release

CAUSE: Installation was missing the diaphragm spring or pilot bushing/bearing. This has caused an automatic misalignment of the engine to the transmission. The tension damper is destroyed, broken damper springs, stop pins show contact from the hub flange and the hub pilot is worn.

ACTION: Carefully inspect for missing dowel sleeves and worn dowel sleeve holes in the bell housing. Replace pilot bushing/bearing and ensure the transmission to engine alignment.

Grating Noise and Stiff Pedal

CAUSE: Release bearing travel is insufficient.

ACTION: Install new clutch and ensure correct clutch adjustment.

VIBRATION THROUGH THE CLUTCH PEDAL

CAUSE: The transmission shaft has stuck and bent the diaphragm spring fingers during installation.

ACTION: Install new clutch and carefully align and control the position of the transmission during installation.

Clutch Pedal Binding

CAUSE: Faulty release bearing guide tube is worn or the release cone/fork is bent/worn.

ACTION: Install new clutch and guide tube. Install all release system components and repair or replace as needed.

High Pedal Effort

CAUSE: Excessive amount or incorrect type of grease applied to input shaft.

ACTION: Install new clutch and use the spline grease supplied in the Valeo Clutch Kit.

Slipping Clutch

CAUSE: Oil or grease has contaminated the disc pre­damp­er making it ineffective.

ACTION: Install new clutch and sparingly use the spline grease supplied in the Valeo Clutch Kit.

Difficulty Changing Gears

CAUSE: The self-adjusting mechanism fails to lock due to worn ratchet and pin.

ACTION: Repair self-adjusting release system, replace ratchet and pin.

Difficulty Changing Gears

CAUSE: Overheating due to excessive clutch slipping.

ACTION: Install new clutch kit. Check all components of the release system, particularly self-adjusting release systems and guide tubes. Check for leaking oil seals.

Difficulty Changing Gears

CAUSE: The cover has not been located on the flywheel dowel pins correctly.

ACTION: Install new clutch ­and ensure all flywheel dowel pins are in position and in good condition to avoid pumps that tighten the bolts.

Clutch Pedal Resting Foot

CAUSE: Driver resting foot on the clutch pedal. Sealed/disking release system.

ACTION: Install new clutch.

Gain in Drive

CAUSE: The clutch has been damaged at speeds in excess of the maximum for the gear selected or the incorrect gear has been selected instead. This has caused the facing to burn.

ACTION: Replace new clutch and redrive the driver.

Difficulty Changing Gears

CAUSE: The transmission was forced into position damaging the splines of the disc hub.

ACTION: Install new clutch and carefully control the position and alignment of the transmission during installation. Use a transmission pack and possibly install temp­er­ature­proof packings used in align­ing the transmission to the engine.

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