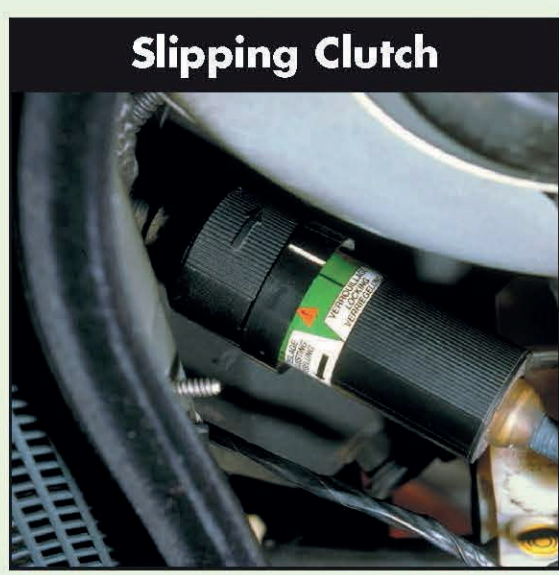
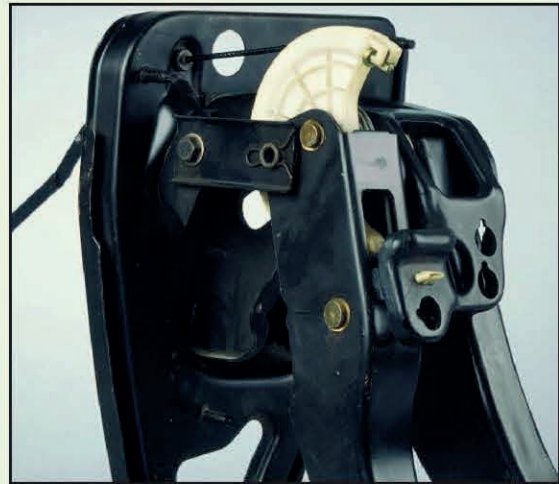
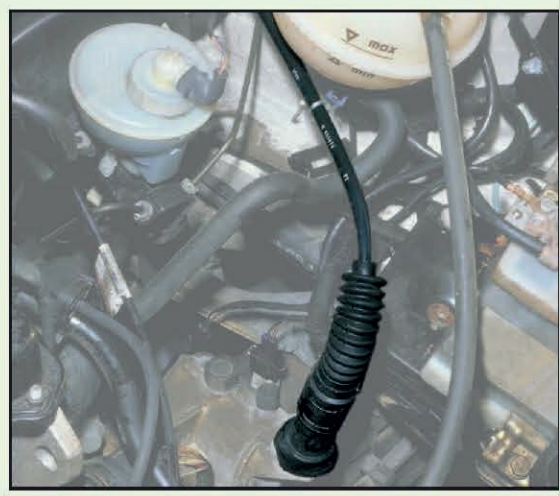


VALEO CLUTCH TROUBLESHOOTING GUIDE

OF ENGINEERED... AFTERMARKET DELIVERED

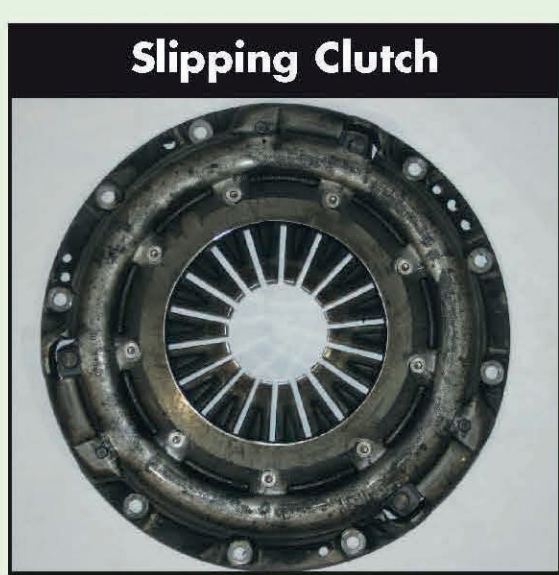


Slipping Clutch

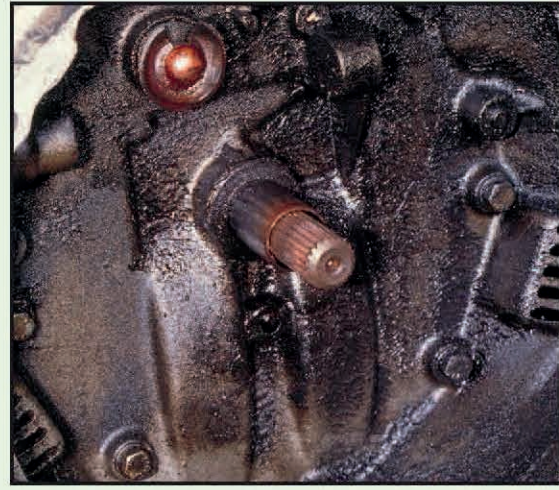


CAUSE- The self-adjusting mechanism has become jammed.

ACTION- Replace or repair the self-adjusting mechanism or in the case of semiautomatic adjusters - reset.

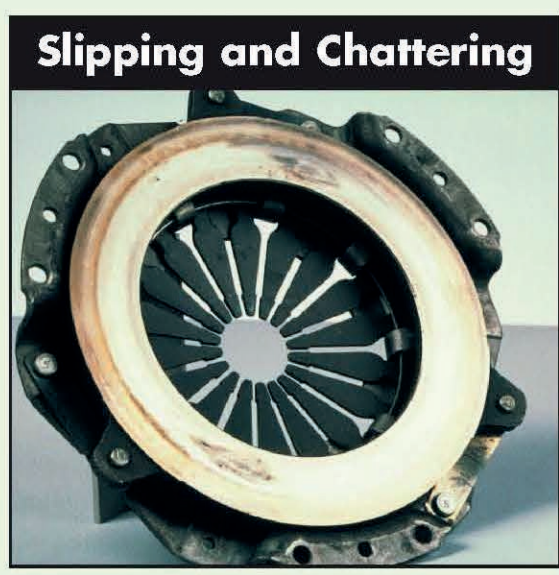


Slipping Clutch



CAUSE- Clutch facing material is oil contaminated.

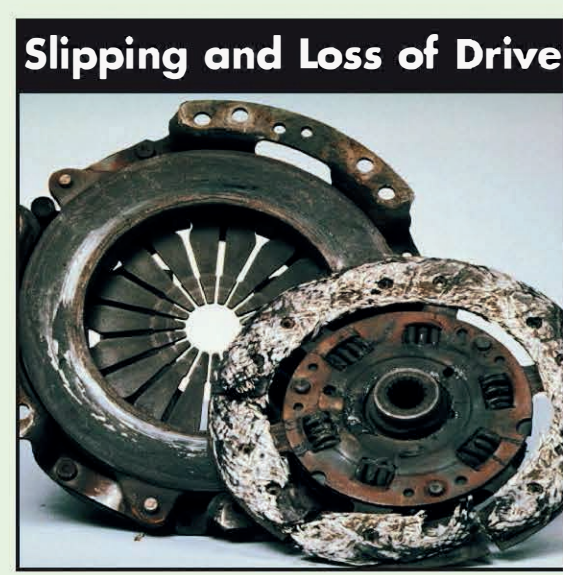
ACTION- Replace leaking oil seals. Clean off excess oil and install new clutch.



Slipping and Chattering

CAUSE- Driver resting foot on the clutch pedal or incorrect clutch adjustment.

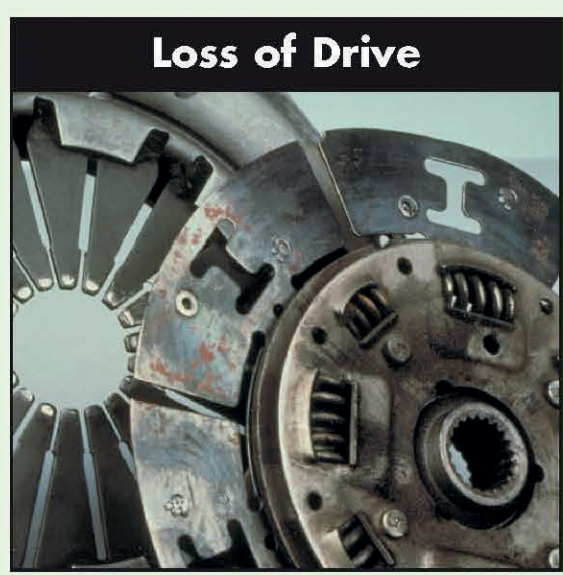
ACTION- Do not use the clutch pedal as a footrest. Inspect for correct clutch adjustment.



Slipping and Loss of Drive

CAUSE- Driver resting foot on the clutch pedal. Seized/sticking release system.

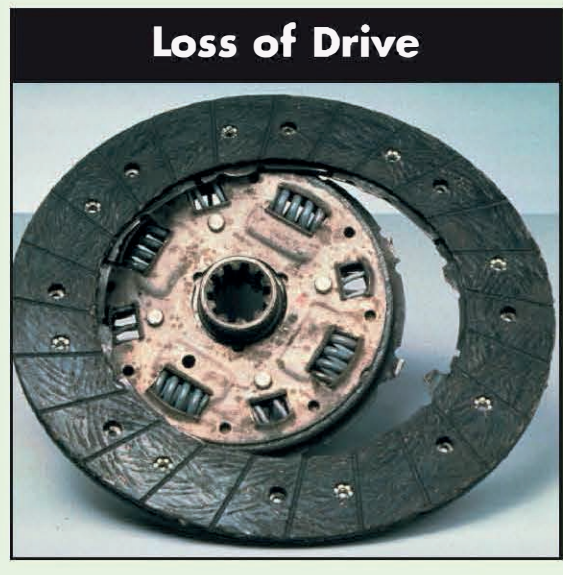
ACTION- Install new clutch. Check all components of the release system, particularly self-adjusting release systems and guide tubes. Check for leaking oil seals.



Loss of Drive

CAUSE- The clutch has been disengaged at speeds in excess of the maximum for the gear selected or the incorrect gear has been selected (missed shift). This has caused the facings to burst.

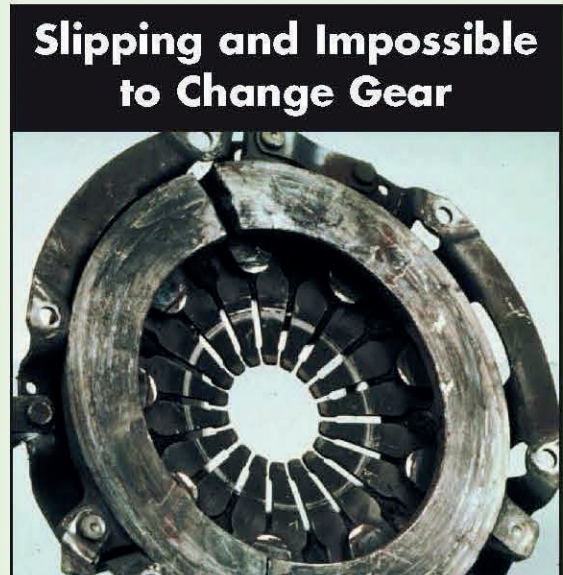
ACTION- Install new clutch and educate the driver.



Loss of Drive

CAUSE- Transmission has been hung on the shaft during installation. Angular misalignment of the transmission to engine.

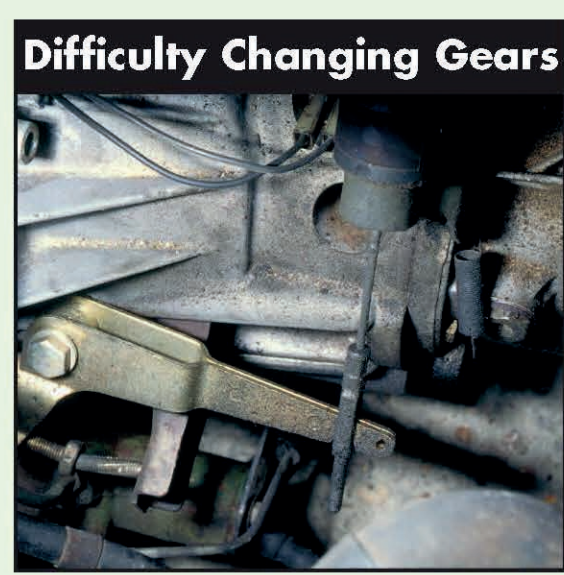
ACTION- Install new clutch and support transmission during installation. Do not allow the transmission to hang on the clutch disc during installation. Check for missing bell housing dowel sleeves, worn pilot bushing/bearing or foreign matter between transmission and engine including wires, cables or brackets. The above problems will cause cracking in the segments, leading to separation of the damper and facing/segments.



Slipping and Impossible to Change Gear

CAUSE- Overheating due to excessive clutch slippage.

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- 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 remove and check arm and external pivots. Install new fork bushings and lubricate as required with high melting point grease.



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 jack and possibly install temporary guide pins to assist in aligning the transmission to the engine.



Difficulty Changing Gears

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

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



Difficulty Changing Gears

CAUSE- The cover assembly has been dropped.

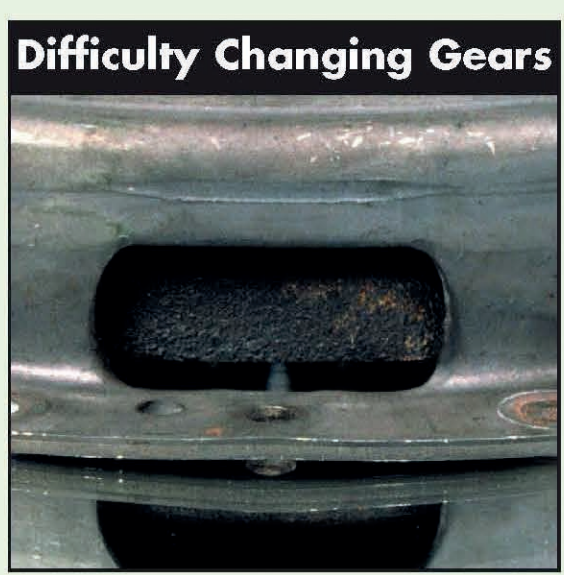
ACTION- Install new clutch - always inspect the drive straps for damage before installation.



Difficulty Changing Gears

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

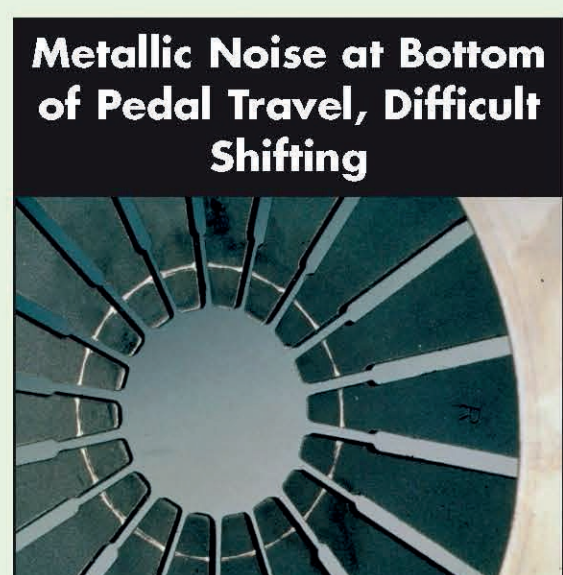
ACTION- Install new clutch and ensure all flywheel dowel pins are in position and in good condition. Do not use air tools to tighten the bolts.



Difficulty Changing Gears

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

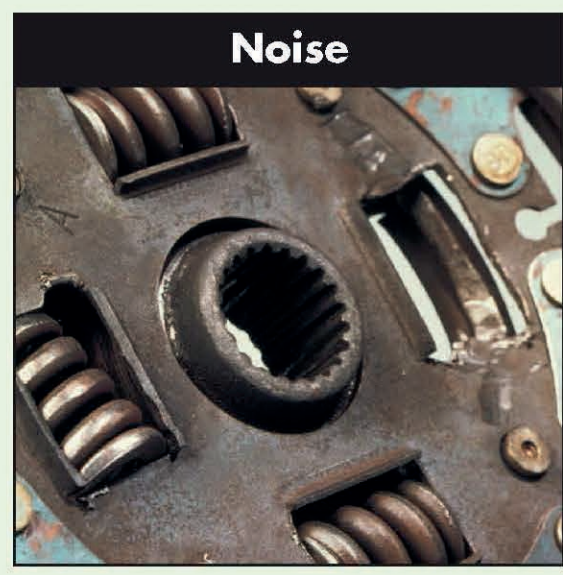
ACTION- Install new clutch and ensure all flywheel dowel pins are in position and in good condition. Do not use air tools to tighten the bolts.



Metallic Noise at Bottom of Pedal Travel, Difficult Shifting

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

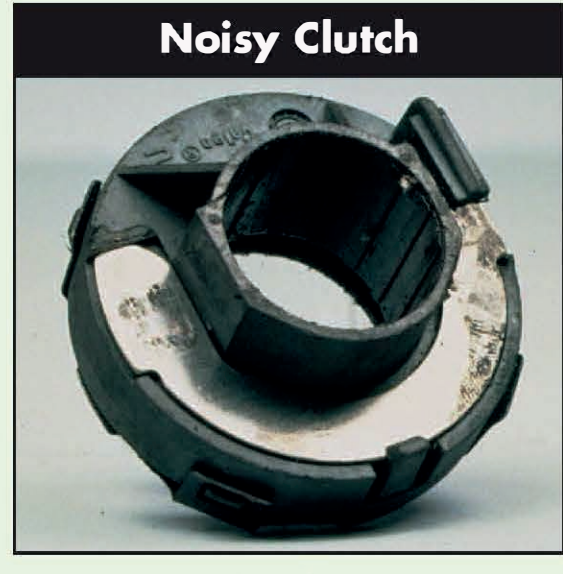
ACTION- Install new clutch and ensure correct clutch adjustment.



Noise

CAUSE- Installation is missing the transmission to engine dowel sleeves or pilot bushing/bearing. This has created a concentric misalignment of the engine to the transmission. The torsion damper is destroyed, broken damper springs, stop pins show contact from the hub flange and the hub pilot is worn.

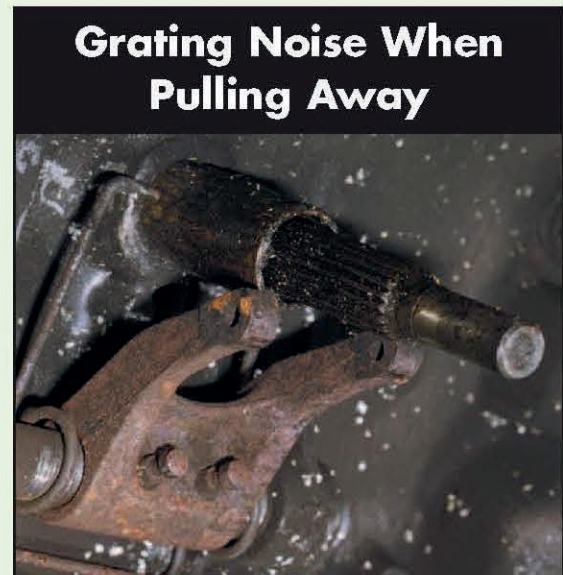
ACTION- Carefully inspect for missing dowel sleeves and worn dowel sleeve holes in the bell housing. Replace pilot bushing/bearing and inspect the transmission to engine alignment.



Noisy Clutch

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

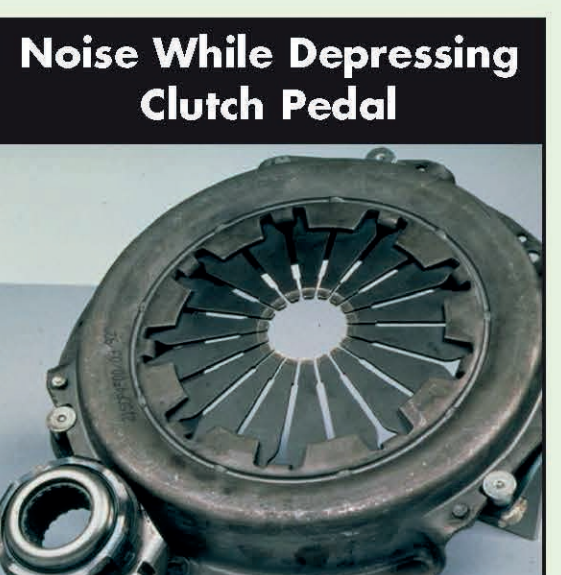
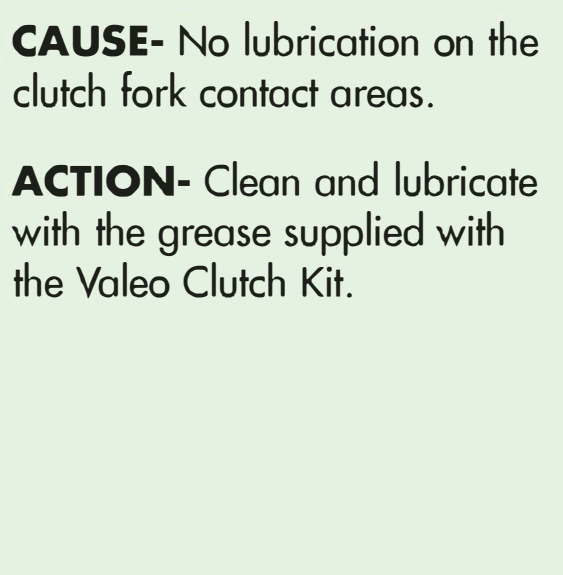
ACTION- Replace any worn components and install new clutch. Apply a liberal amount of high temp grease to the fork contact pads.



Grating Noise When Pulling Away

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

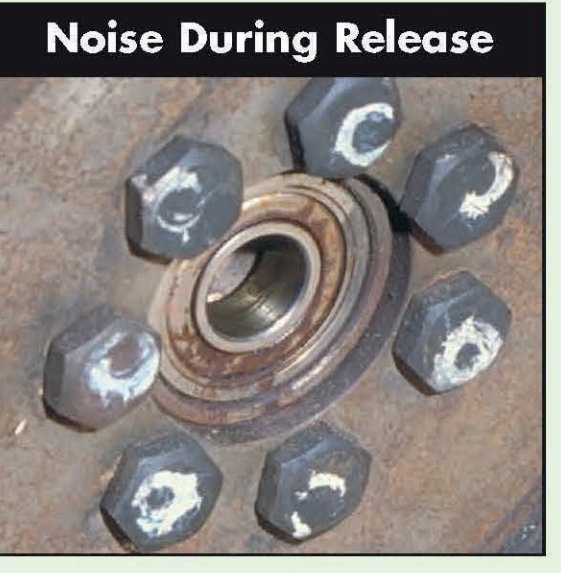
ACTION- Clean and lubricate all components using a high temp grease. If excessively worn, replace the fork and ball stud.



Noise While Depressing Clutch Pedal

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

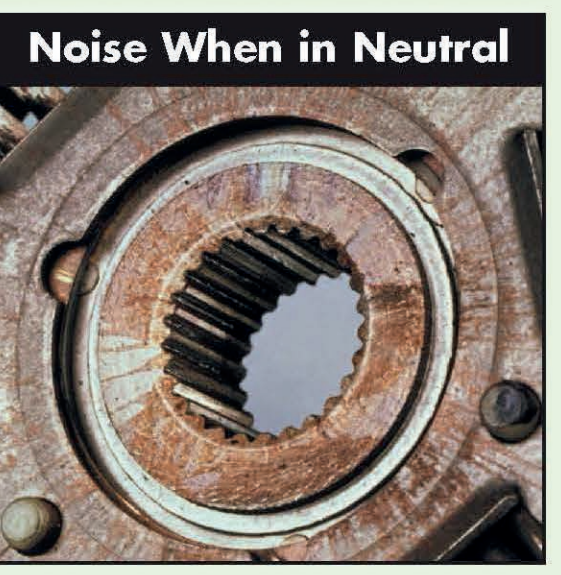
ACTION- Install new clutch and check all components and adjustments of the release system i.e. cables, linkages, fork, ball studs, fork bushings and self-adjusting release systems.



Noise During Release

CAUSE- Seized/worn pilot bearing/bushing.

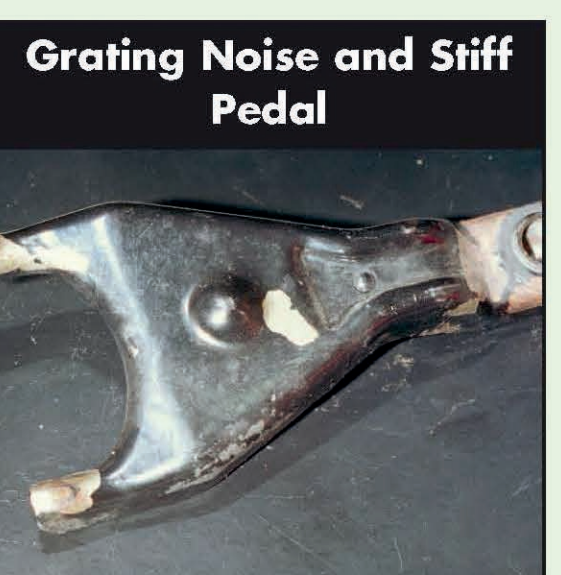
ACTION- Replace pilot bearing/bushing.



Noise When in Neutral

CAUSE- Oil or grease has contaminated the disc pre-damper making it ineffective.

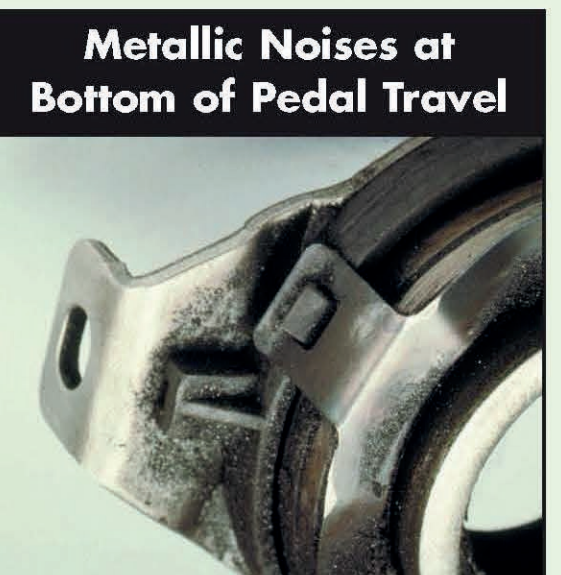
ACTION- Install new clutch and sparingly use the spline grease supplied in the Valeo Clutch Kit.



Grating Noise and Stiff Pedal

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

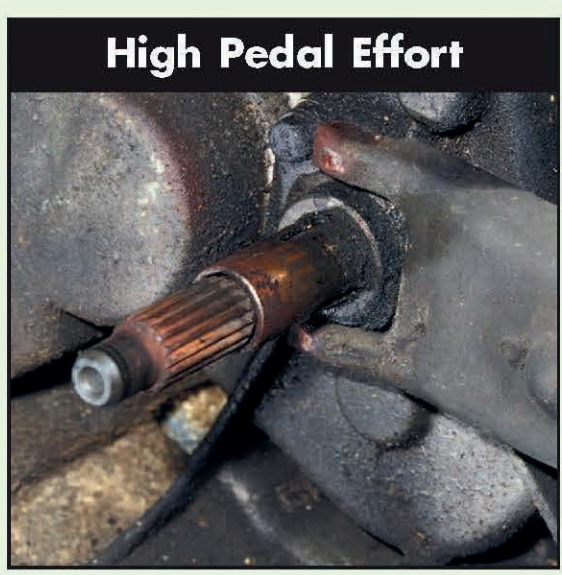
ACTION- Clean and lubricate all components using a high temp grease. If excessively worn, replace the fork and ball stud.



Metallic Noises at Bottom of Pedal Travel

CAUSE- The release travel is excessive causing the diaphragm spring to contact the bearing carrier.

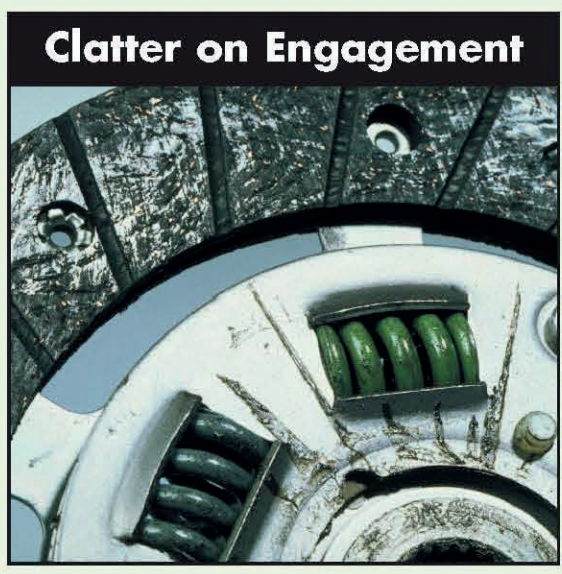
ACTION- Install new clutch and ensure correct clutch adjustment.



High Pedal Effort

CAUSE- The release bearing does not freely slide on the guide tube.

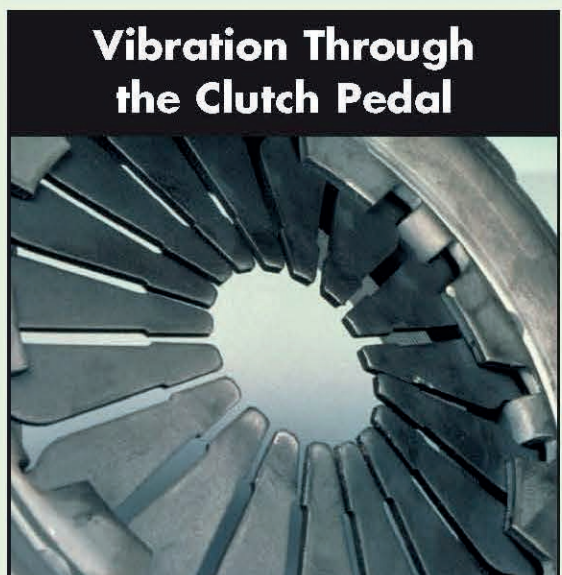
ACTION- Clean and lubricate the guide tube to bearing contact area with high temp grease. If the guide tube is worn or scored, replace the guide tube.



Clatter on Engagement

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

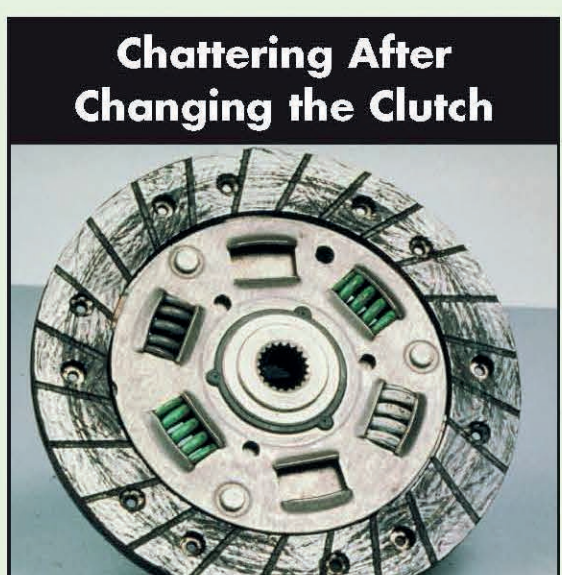
ACTION- Install new clutch and use the spline grease supplied in the Valeo Clutch Kit.



Vibration Through the Clutch Pedal

CAUSE- The transmission shaft has struck and bent the diaphragm spring fingers during installation.

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



Chattering After Changing the Clutch

CAUSE- Flywheel surface worn. Flywheel needs to be resurfaced or replaced.

ACTION- Replace or resurface flywheel and install new clutch.



Clutch Pedal Binding

CAUSE- The release bearing guide tube is worn or the release arm/fork is bent/worn.

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

Valeo