



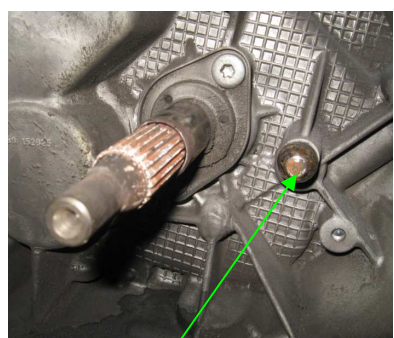
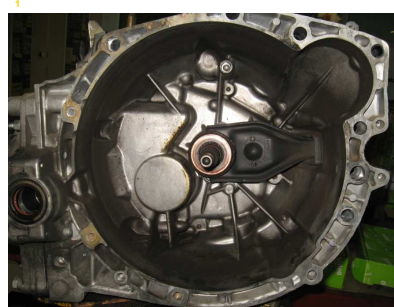
# CLUTCH FITTING TECHNICAL NOTE



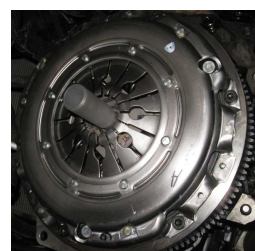
**1**

## After disassembling the gearbox from the engine :

1. Check engine crankshaft seal: Verify that there is not oil contaminating the flywheel. In case of presence of oil leak, after remove the flywheel, change the crankshaft seal.
2. Check gearbox input shaft splines checking that there is not damage or show excessive wear along the spline length.
3. Block the flywheel in rotation and remove the flywheel fixing bolts.
4. Check the gear box input shaft seal: verify that there is not oil coming from the gearbox. In case of presence of oil repair the gearbox changing the input shaft seal.
5. Check the clutch disengage system:
  - a.- Check the guiding tube surface: no marks and no excessive wear.
  - b.- Check the clutch fork: not excessive wear at connecting points.
- 6- Check fork pinball and change it by a new one if there is presence of wear marks or breakage.
- 7- Check that the push rod at receiver cylinder can move sliding smooth when is pushed and it don't leak oil.



Apply a small quantity of grease

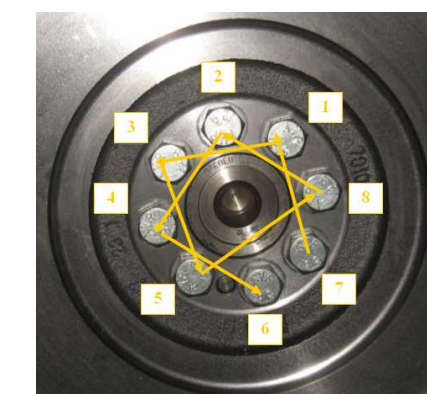
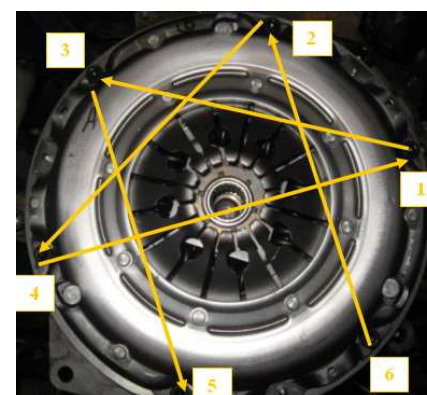


Centering tool

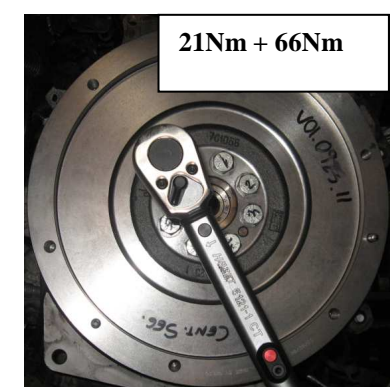
**2**

## Prepare the clutch for assembly :

1. Apply a small quantity of grease in the hub splines at approximately 5 mm of the hub extremity
2. Position the driven plate in the flywheel thanks to the centering tool.
3. Fasten the cover assy centering it with the pins and hand tightening 3 screws at 120° and checking that the driven plate remains stable and well centered with the centering tool.
4. Use clutch bolts (**M8 x 1.25**)

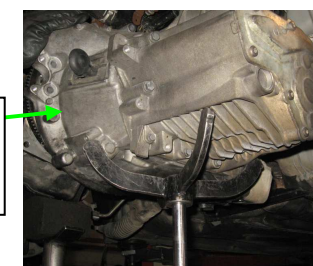


25Nm



21Nm + 66Nm

Use the appropriate device to assembly and disassembly the gearbox. The operator never must support the weight of gearbox.



**5**

## Re-assemble the gearbox

1. Check that the block pins are existing and that they are not damaged.
2. Position the gearbox coaxially with the engine crankshaft, supporting the gearbox weight with the appropriate tools.
3. Introduce the gearbox input shaft into the driven plate hub spline.
4. Take care that the input shaft is introduced without shock. If necessary rotate the crankshaft to make easier the input shaft fitting.

*Avoid that the weight of the gearbox be supported by the driven plate of the clutch during the assembly.*

5. Check that the gearbox is in full contact with the engine block and that the centering pins are well fitted.
6. Finally fasten the gearbox to the engine block tightening the screws with the appropriate torque.

**3**

## Fasten the flywheel:

1. Position carefully the new flywheel Valeo on the crankshaft center and tightening the bolts **M9x1x24 mm** with a progressive torque following a star sequence. Avoiding to apply excessive torque on this one. Tightening torque: **21Nm+66Nm**

**4**

## Fasten the clutch:

2. Position the driven plate in the flywheel thanks to the centering tool (to see photo)
3. Fasten the cover assy centering it with the pins and hand tightening 3 screws at 120° and checking that the driven plate remains stable and well centered with the centering tool.
4. Tighten smoothly each screw respecting a star-like sequence as for the tightening of the flywheel. The diaphragm fingers have to move as uniform as possible. Repeat the complete sequence approximately 3 times. Use screws **M8x1.25 mm**.
5. Complete the fastening applying a torque of **25Nm** thanks to a torque wrench respecting the previous sequence.

**6**

## After the assembly

Verify that the clutch is well working:

- Disengage and reengage the clutch shifting each gear ratio (including reverse)
- Check that there is not abnormal noise when engaging and disengaging operation
- In neutral speed up to **4.000 rpm** and check that there's not abnormal vibration or noises.
- Check there is not abnormal clutch sliding in driving conditions.