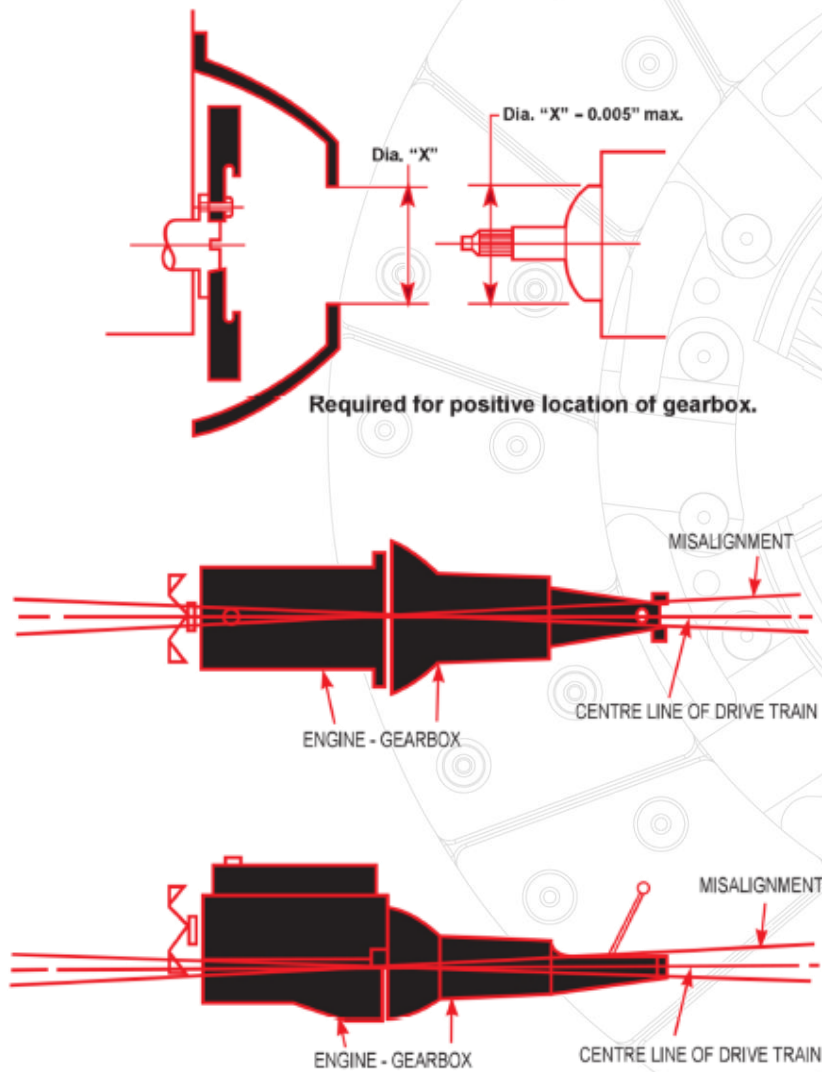




DOES THE CLUTCH YOU HAVE JUST REMOVED SHOW ANY OF THESE SIGNS OF WEAR?

- ▶ Broken clutch plate.
- ▶ Worn diaphragm fingers.
- ▶ Red dust covering the clutch assembly.
- ▶ Loose pivot rings inside the cover assembly.
- ▶ Release bearing guide worn on one side.

If it does, the clutch has probably failed due to driveline misalignment. Fitting a new clutch without rectifying any misalignment will lead to possible premature failure of the new clutch.





WHAT CAUSES MISALIGNMENT?

The most common causes of driveline misalignment are:

- > Missing or damaged dowel pins allowing the transmission to be bolted off centre.
- > Mislocated front bearing retainer.
- > Foreign matter between the engine block and the transmission mounting faces.
- > Missing or worn pilot bearing.
- > Broken block flange.

WHAT ARE THE SYMPTOMS OF MISALIGNMENT?

- > Pedal graunch with the engine running.
- > Deterioration of the clutch until non-release occurs.
- > Failed drive plate.
- > Red dust covering clutch and/or groove worn in the diaphragm by the release bearing.

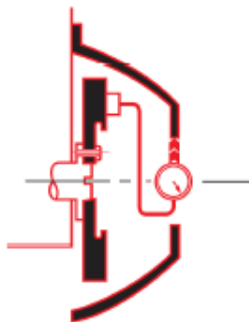
HOW DO I PREVENT MISALIGNMENT?

Whenever you are replacing a clutch, inspect the old components. If misalignment is present you will need to find the cause.

- > Inspect all dowels and dowel holes for condition.
- > Inspect release bearing guide and replace if necessary.
- > Clean all mating surfaces.
- > Inspect block flange for damage.

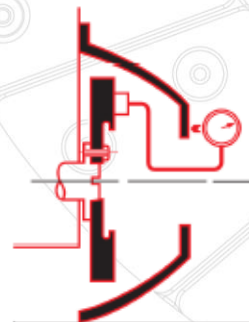
REMEMBER - IF MISALIGNMENT IS PRESENT, FITTING A NEW CLUTCH KIT WILL NOT FIX THE CAUSE OF THE PROBLEM AND THE MISALIGNMENT WILL QUICKLY DESTROY THE NEW CLUTCH.

How to check for engine/transmission misalignment



STEP 1

Mount indicator to flywheel and determine concentricity of bell housing bore to centre line of crank rotation, SPECIFICATION: 0.15mm max, T.I.R.



STEP 2

With indicator still mounted to flywheel ensure rear surface of housing is square. SPECIFICATION: 0.15mm max, T.I.R.