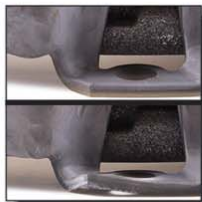


Tips for a Successful Clutch Installation



Most Common Reasons Why They Come Back:



Bent Clutch Cover

- Possible Causes:**
- Improper mounting
- Prevention:**
- Follow manufacturer's specifications for proper installation and torque procedure.
 - Do not use power tools to mount clutch.
 - Dropping can cause damage. Handle with care.
 - Inspect your parts.
- Result:**
- Chatter, No Release



Bent Drive Strap

- Possible Cause:**
- Margin of error is zero: this damage can occur if dropped from even low heights.
- Prevention:**
- LuK has industry leading packaging that prevents most of these occurrences, however, inspect all components before installation.
 - Mishandled parts - if you install, this you will do it again.
- Result:**
- No Release



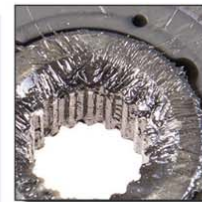
Broken Hub

- Possible Causes:**
- Engine/transmission misalignment
- Prevention:**
- Make sure input shaft is aligned properly with disc splines.
 - Verify dowel pins are installed correctly in bell housing.
 - Inspect input shaft for wear.
 - Power tools should not be used. Tighten bolts by hand.
- Result:**
- Catastrophic failure



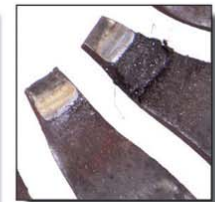
Contaminated Fluid

- Prevention:**
- Use only manufacturer specified fluid.
 - Completely flush hydraulic system.
 - When in doubt - replace components
- Results:**
- Hard pedal - ports blocked causing slipping
 - Rust and wear of components
 - Release problems and eventually premature failure



Excessive Lubrication

- Prevention:**
- Schaeffler Group provides a grease packet in every LuK RepSet®.
 - Do not apply more grease than included in kit.
 - Remove excess grease from input shaft.
- Results:**
- Chatter, Slipping



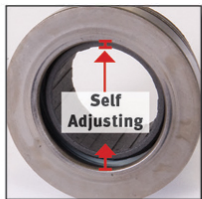
Excessive Finger Wear

- Possible Causes:**
- Defective release system
 - Driver error - riding the clutch
- Prevention:**
- Inspect all components and consider replacing during clutch replacement.
- Results:**
- Slipping, Noise
 - Accelerated disc wear / premature failure



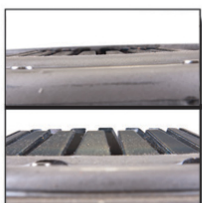
This all you need!
AND it's in the box!

Sometimes Different is Okay: Why Does The Part Look Different?



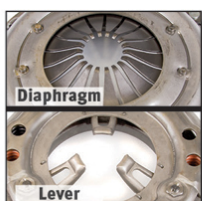
Self Aligning Release Bearings

- The bearing will self align within the first few cycles after installation.
- Today's clutches require self adjusting release bearings.



Finger Height

- Unmounted clutches may have significantly different appearances.
- Different manufacturers' parts for the same application may have different appearances.



Lever vs. Diaphragm

- In **EVERY** case - diaphragm is an upgrade form lever style clutches.
- Diaphragm can be used in **EVERY** instance to replace a lever style clutch.

Diaphragm Benefits:

- Easier pedal effort
- Higher clamp load

10 Things You Should Know To Do The Job Right:

1. The Dual-Mass Flywheel is a wear item and should be replaced at **EVERY** clutch change.
2. Solid flywheels should be replaced or surfaced at **EVERY** clutch change.
3. Verify all contents and inspect them **BEFORE** installation.
4. As little as a fingerprint can contaminate a disc.
5. Diaphragm spring clutches are superior to lever style **EVERY** time.
6. **NEVER** grease a bronze pilot bushing.
7. Product/compound used to prevent seizing is **NOT** spline lubricant.
8. Flush hydraulic release systems and replace fluid with fresh new fluid recommended by the manufacturer.
9. Self-Adjusting Clutches (SAC) are preset from the factory and require no modification.
10. Crankshaft end play will cause release problems. Always inspect and diagnose adjacent systems for possible problems.

Check us out on the web for more technical and diagnostic clutch information.



For a copy of our LuK Diagnostic Guide,
additional information or technical assistance:

Speak with the team that **KNOWS** clutch
TECHNICAL HOTLINE 1.800.274.5001

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