

## General Installation Instructions for TYK2238

- 1:** Getting it right the first time - it is vital to diagnose the cause of clutch malfunction before clutch replacement, i.e. check the hydraulic system, the bearing free travel, check for oil leaks and for any signs of red dust when the old clutch is being removed. Any or all of these concerns must be corrected before installing the new clutch.
- 2:** Ensure the clutch supplied is correct for the application. If you are unsure, consult the EXEDY Clutch Europe Catalogue or your supplier, as fitting a clutch to the wrong application will void the warranty.
- 3:** The flywheel must be inspected and machined or replaced as necessary – failure to do so may invalidate the warranty. Check the spigot bearing (or pilot bush) and replace as necessary. Please note, pilot bearing noises are more apparent when the engine and transmission are cold and can be incorrectly attributed to release bearing failure.
- 4:** Before fitting, check the clutch for any shipping damage. Firstly, remove the gearbox as per the vehicle manufacturer's instructions ensuring a suitable transmission jack is used. Next, clean the gearbox main drive shaft splines, and then check that the clutch disc slides freely on the shaft. Lightly grease the shaft splines with the high melting point grease provided and wipe off any excess grease - *lack of lubrication/dry splines will cause failure to disengage gears and also cause clutch drag.* Always ensure the bell-housing is degreased and that fibres from the worn clutch are removed.
- 5:** Check the clutch release fork and the release bearing guide tube for cracks or wear. Always lightly grease the outer diameter of the tube. This will allow for smooth sliding of the bearing carrier. Always check the bearing on the clutch release fork. Move the fork forwards and backwards to ensure the bearing is secure and does not foul on any part (clutch fork or bell housing) before refitting the gearbox.
- 6:** Place the clutch cover assembly over the clutch disc, after checking that the disc is the right way around and the hub section of the disc does not foul on the casting of the clutch cover assembly or the flywheel. A suitable clutch alignment tool will ensure the correct alignment, assist in the ease of installation and avoid spline damage (burrs on the splines can contribute to the clutch not functioning correctly). Ensure the flywheel dowels are aligned to the cover. Tighten the bolts in a star pattern and *never use air tools to install a clutch cover assembly.* Torqueing down the bolts in an uneven pattern can cause the diaphragm fingers to be uneven.
- 7:** Re-fit the gearbox, taking care not to bend the clutch disc. Never hang the gearbox on the clutch disc or use any force to align the gearbox shaft – doing so will result in driveline misalignment and engagement/disengagement problems.
- 8:** Check all bell housing dowels are in the correct position and tighten the bell housing bolts. Ensure there is no dirt or foreign material between the mating surfaces of the engine and the bell housing to eliminate the possibility of driveline misalignment.
- 9:** Perform any clutch adjustments, such as pedal travel, slave and/or master cylinder, according to the vehicle manufacturer's specifications.

Issued: 05/08/2015 CR

EXEDY Clutch Europe Ltd

Unit 2, Rokeby Court, Runcorn, Cheshire, WA7 1RW

Tel: +44 (0) 1928 571850 Fax +44 (0) 1928 571852 E-mail: technical@exedy.co.uk

©EXEDY Clutch Europe Ltd | www.exedy.co.uk

