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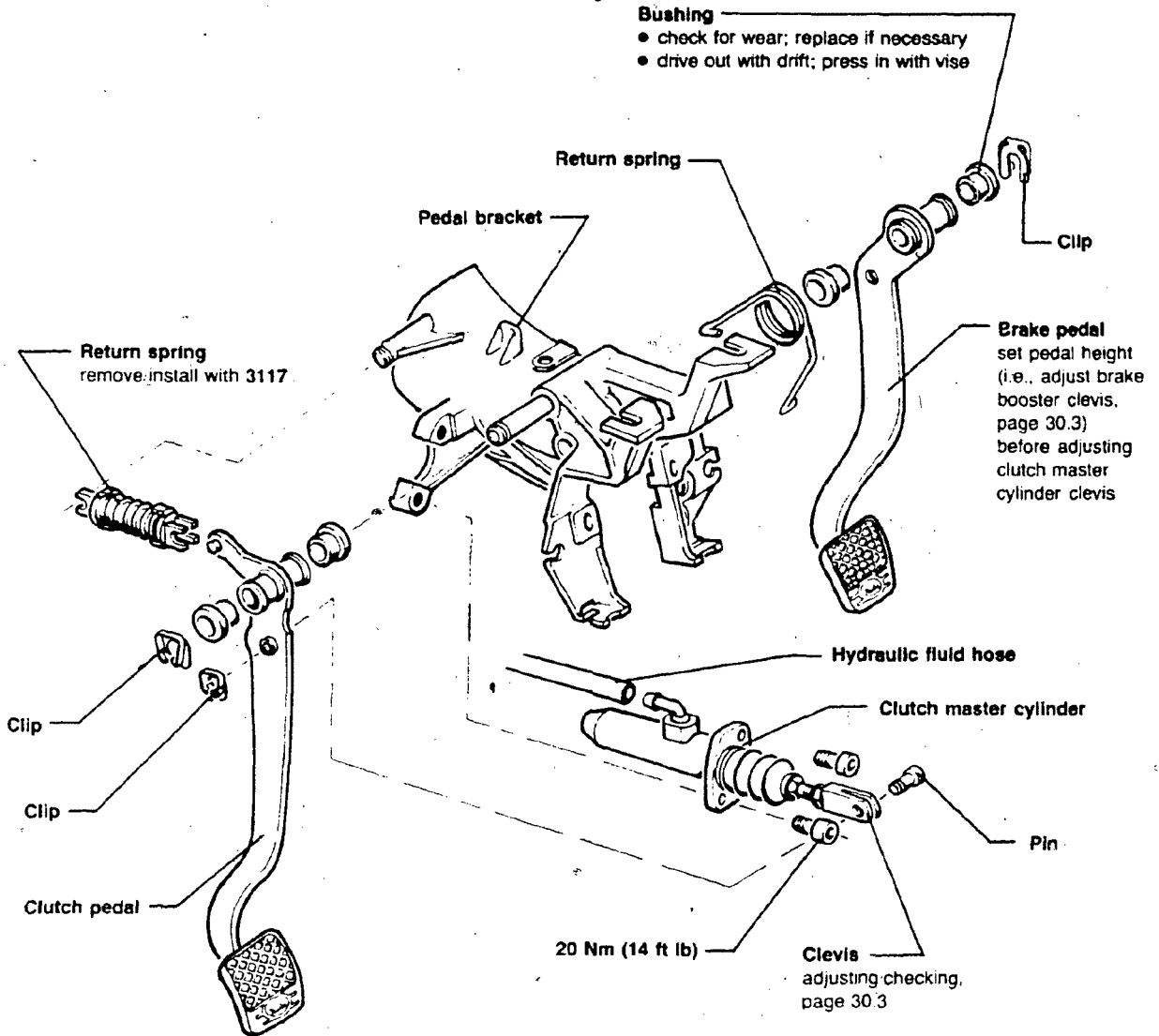
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Clutch troubleshooting

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Note

Lubricate all bearing and friction surfaces with MoS₂ grease.



CAUTION

If clutch pedal does not return properly even though the clevis is set correctly, this may be due to:

- air in hydraulic system
- stiffness in pedal bushings or return spring

Brake pedal travel must not be shortened by excess carpeting.

Clevis — clutch master cylinder, adjusting/checking

Note

Prior to adjusting clevis for clutch master cylinder, ensure that clevis for brake booster is adjusted to give proper brake pedal height.

- check brake booster clevis adjustment
 - a = 269.0 mm + 0.5 mm
(10.590 in. + 0.02 in.)

Note

When measuring, the push rod must be perpendicular to the surface of the brake booster.

Adjusting

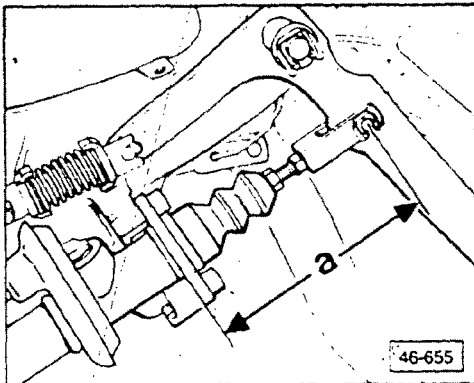
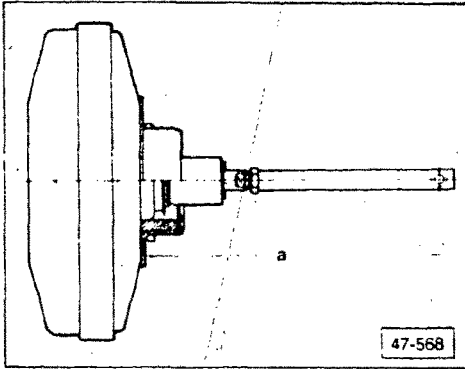
- adjust clevis for clutch master cylinder
 - a = 116.0 mm + 0.2 mm
(4.566 in. + 0.007 in.)

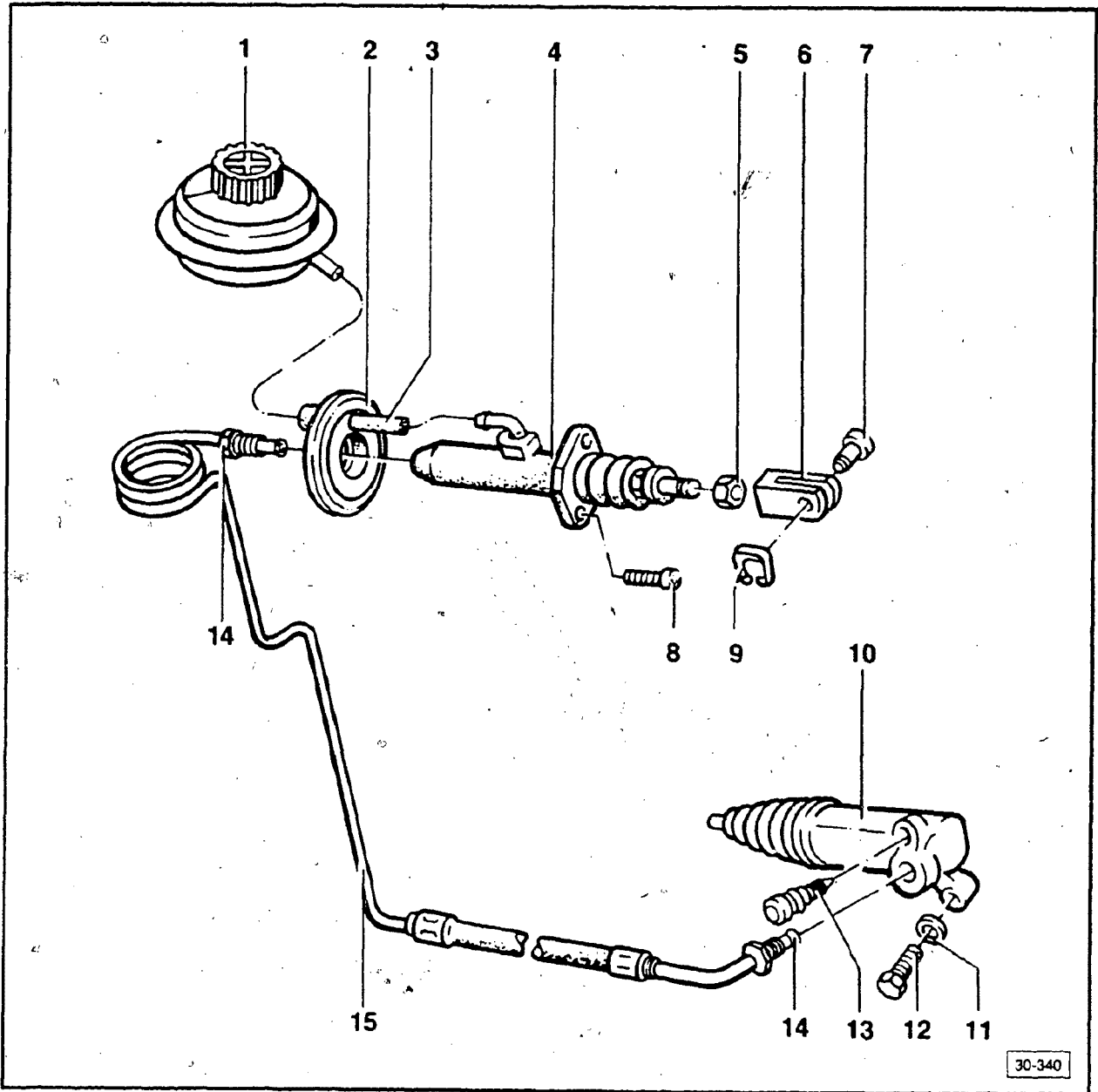
Checking

- be sure that clutch pedal is approximately 10 mm (3.8 in.) higher than brake pedal
- be sure that spring returns clutch pedal
- be sure that pedal does not touch bracket in rest position

CAUTION

Insufficient clutch pedal/bracket clearance results in premature wear.





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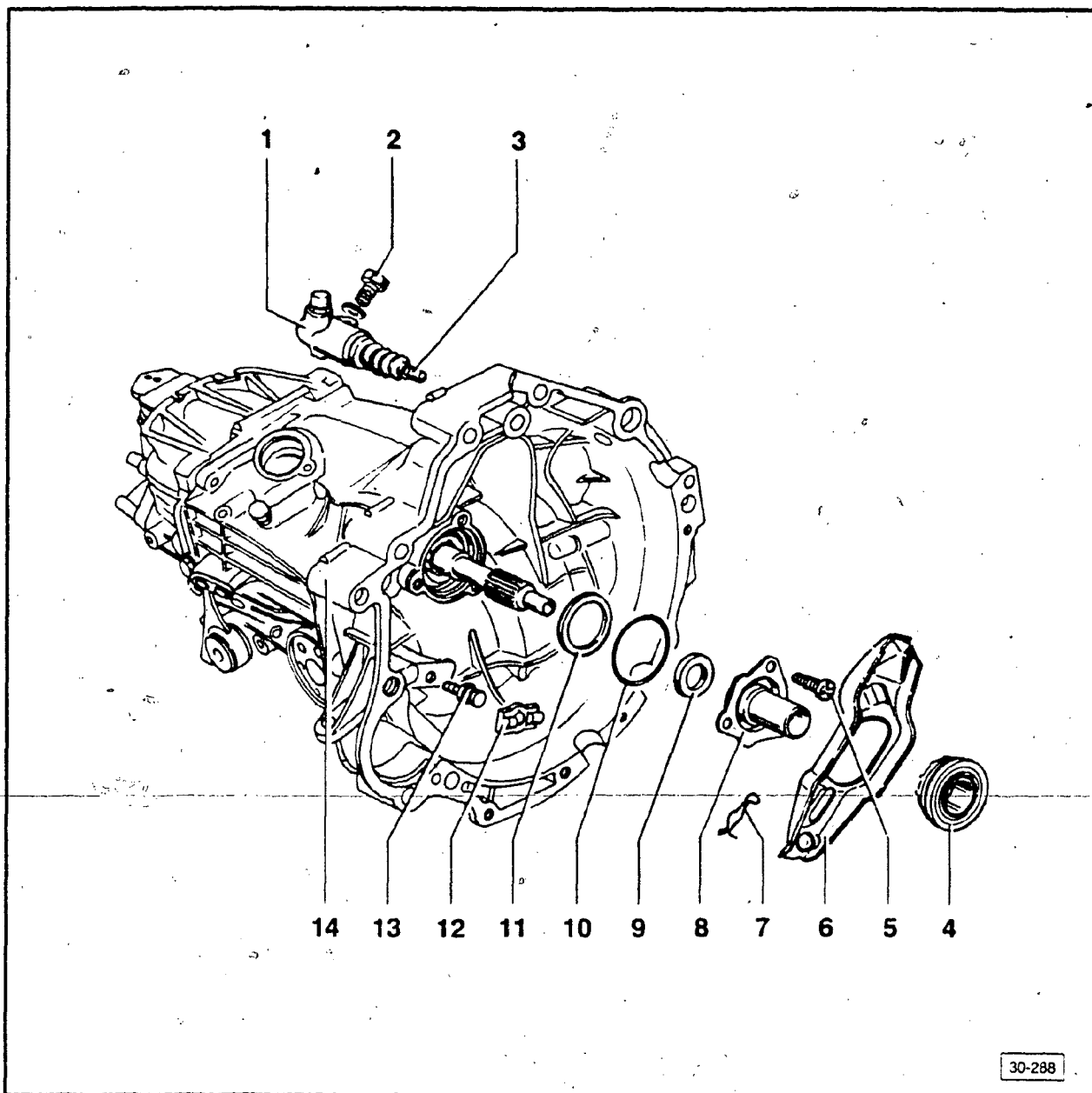
- 1 — Hydraulic fluid reservoir
- 2 — Seal
- 3 — Hydraulic fluid hose
- 4 — Clutch master cylinder
- 5 — Lock nut
- 6 — Clevis
adjusting checking, page 30.3
- 7 — Pin
- 8 — 20 Nm (14 ft lb)
- 9 — Retainer

- 10 — Slave cylinder
if slave cylinder has plastic support ring, lightly grease outer surface of ring when installing

CAUTION
Once slave cylinder has been removed, do not depress clutch pedal.

- 11 — Washer
- 12 — 25 Nm (18 ft lb)

- 13 — **Bleeder valve**
 - open only to bleed
 - use brake bleeder **US 1116**
 - maximum working pressure: 25 bar (36.25 psi)
- 14 — **Line connector — 15 Nm (11 ft lb)**
- 15 — **Pressure line**
with pressure hose

**Note**

Before installing clutch disc, clear any corrosion or grease residue from input shaft splines, and also from hub teeth if disc is to be re-used. Apply extremely light coating of grease, Part No. G 000 100, to splines of input shaft only. Place disc on shaft and move back and forth until disc hub slides easily. Remove all excess grease.

1 — Clutch slave cylinder

when installing, pry with a lever until bolt can be inserted

2 — 25 Nm (18 ft lb)**3 — Push rod**
grease end**4 — Release bearing**

- wipe clean only; do not wash
- replace if noisy

5 — Torx bolt — 35 Nm (26 ft lb)
self-locking; always replace**6 — Release lever**

- wipe clean; do not wash
- replace if noisy

7 — Retaining spring

secure on release lever

8 — Guide sleeve

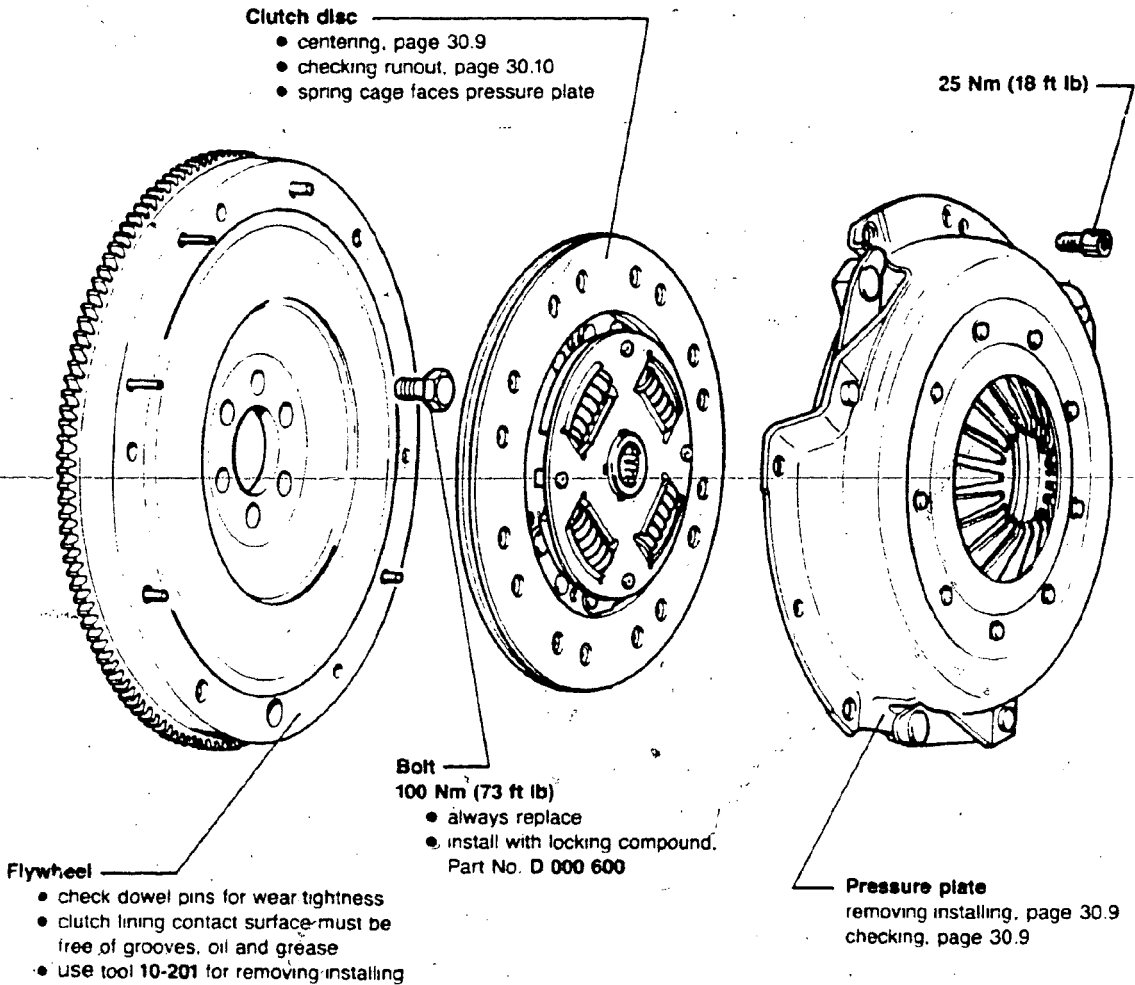
- 9 — Oil seal for input shaft
 - extract from sleeve with VW 681
 - drive in fully with US 4450
- 10 — O-ring
 - always replace
- 11 — Washer
 - small diameter (curved side) faces guide sleeve
- 12 — Spacer
- 13 — Ball stud
 - 25 Nm (18 ft lb)
- 14 — Transmission

Note

Remove transmission to repair clutch.

CAUTION

Clutch discs and pressure plates are protected against corrosion. Only the contact surface may be cleaned, as otherwise the service life of the clutch will be considerably shortened.



CAUTION

Clutch discs and pressure plates with damaged or loose rivets should be replaced.

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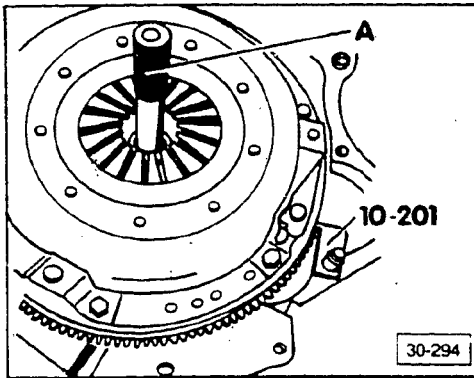
Clutch pressure plate, replacing/checking

Replacing

- lock flywheel in position
- loosen/tighten bolts evenly and diagonally
 - use pilot tool **A** = 3176

Note

Reposition holder 10-201 during tightening sequence.



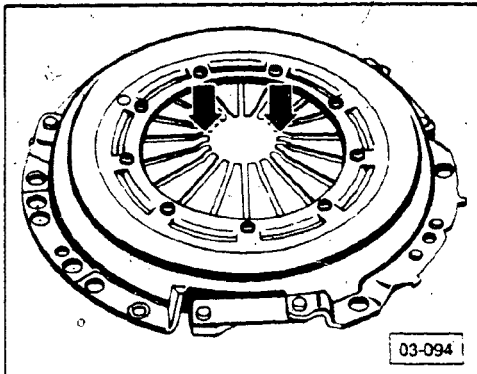
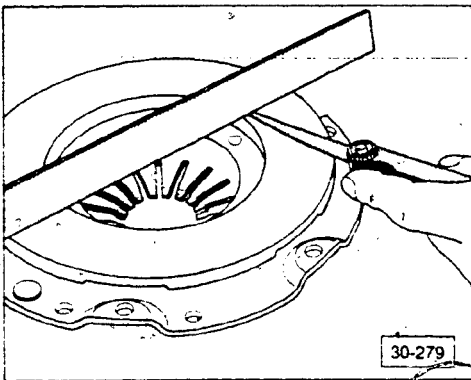
CAUTION

Pressure plate must make complete contact with flywheel before installing the mounting bolts.

Never force pressure plate. Dowel pins/holes could become distorted.

Checking

- check for cracks, burn marks and wear
 - maximum inward taper: 0.3 mm (0.001 in.)
- check lining and splines for wear, and check rivets for tightness
- checks ends of diaphragm spring (arrows)
 - maximum wear allowed: up to half of spring

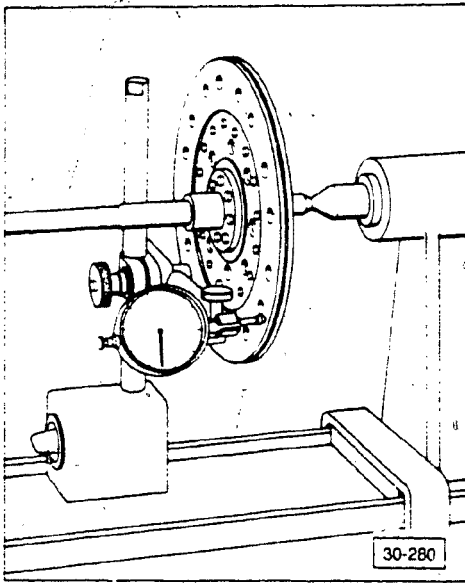


CAUTION

Select replacement clutch pressure plate and disc using parts catalog along with engine code letters and engine numbers.

Clutch disc, checking runout

- maximum 0.5 mm (0.019 in.) measured 2.5 mm from outer edge



CAUTION

Select replacement clutch disc and pressure plate using parts catalog along with engine code letters and engine numbers.

Complaint	Possible cause	Corrective action
Clutch pedal does not return to original position (hydraulic clutch)	Air in hydraulic system, brake fluid level too low	Replenish brake fluid; bleed hydraulic system
	Piston seizes in master or slave cylinder	Replace defective part; bleed hydraulic system
	Hydraulic system, or master and slave cylinder leaking	
(mechanical clutch)	Clutch cable hard to operate	Replace clutch cable
	Self-adjusting mechanism (if equipped) defective	Replace clutch cable
(all vehicles)	Return spring (if equipped) defective	Replace return spring
	Clutch pedal hard to operate	Clean pivot points, lubricate. If necessary, replace bushing
	Linkage on transmission hard to operate	Clean pivot points, lubricate. Make necessary repairs
	Mechanical components in clutch housing binding or dragging	Clean pivot points, lubricate. Make necessary repairs
	Clutch release bearing twisted on guide sleeve, seized	Replace guide sleeve and clutch release bearing
	Diaphragm spring of pressure plate broken	Replace pressure plate
Excessively hard clutch pedal (mechanical clutch)	Clutch cable binds or drags. Cable corroded in guide. Self-adjusting mechanism defective (if equipped)	Replace clutch cable
	Linkage on transmission binding or dragging	Clean pivot points, lubricate. Replace bushing
(manual transmission — 020 only)	Pushrod and pressure plate bind or drag	Lubricate contact points lightly with G 000 100 Lightly lubricate clutch pushrod
(all vehicles)	Clutch pedal binding or dragging Note: Prior to checking, disconnect master cylinder and/or clutch cable from clutch pedal	Clean pivot points, lubricate. If necessary, replace bushing
	Over-center spring action drags or binds. Over-center spring defective	Clean pivot points, lubricate. If necessary, replace over-center spring
	Return springs (if equipped) too strong/wrong return spring	Replace with correct return spring

Complaint	Possible cause	Corrective action
<p>Excessively hard clutch pedal (all vehicles) — continued</p>	<p>Clutch release force increased due to wear of clutch linings</p>	<p>Inform customer: release force becomes higher with increasing wear</p> <p>Replace clutch disc if lining/rivet distance is below 0.1 mm</p>
	<p>Mechanical components in clutch housing bind or drag</p>	<p>Clean pivot points, lubricate. If necessary, replace pivot bushings</p>
	<p>Release bearing twisted on guide sleeve, seized</p>	<p>Replace defective parts</p>
	<p>Contact surface release bearing/release lever worn</p>	<p>Replace defective parts</p>
	<p>Pressure plate with wrong spring</p>	<p>Replace with correct part no.</p>
	<p>Clutch disc binds or drags on gears</p>	<p>Check gears of hub for defects (burrs). If necessary, replace clutch disc</p> <p>Clean corrosion and lubricant from gears of hub and input shaft. Lubricate input shaft splines with extremely light coating of grease, G 000 100. Move clutch disc back and forth; remove surplus grease</p>

Complaint	Possible cause	Corrective action
Noises during clutch operation (mechanical clutch)	Transmission noises enter passenger compartment via clutch cable	Replace or add insulating components as necessary
	Clutch cable creaks, binds or drags	Replace clutch cable
	On full pedal application, diaphragm spring rubs against clutch disc (insufficient clutch free play)	Adjust clutch free play
	Self-adjusting mechanism (if equipped) defective	Replace clutch cable
	Release plate contact points and diaphragm spring need lubricating	Lightly grease contact points with G 000 100 . Replace worn parts.
(manual transmission — 020 only)	Contact points, pushrod, release plate need lubricating	Lightly grease contact points with G 000 100
(all vehicles)	Clutch pedal binds or drags/ pivot points misaligned	Clean pivot points, lubricate. If necessary, replace bushing
	Pivot of over-center spring dry, dragging, misaligned	
	Return spring (if equipped) noisy	Lubricate pivot points
	Release bearing or release bearing guide defective, contact surface worn (shrunk?)	Generally, replace noisy release bearing. Replace damaged guide sleeves
	Contact surface (diaphragm spring tips) of pressure plate defective (bent, broken). Release bearing off-center in contact area	Replace pressure plate. Check release bearing and guide sleeve; replace if necessary. Check adaptor sleeves.
	*Pilot bearing (if equipped) in crankshaft defective, engine/transmission offset from center	Replace, lubricate with MoS ₂ grease. Check adaptor sleeves
	Clutch disc installed improperly	Correct installation
	Wrong clutch disc installed	Replace with correct clutch disc

Complaint	Possible cause	Corrective action
Grinding noises when engaging a forward or the reverse gear, shift mechanism binds, drags; shifting not possible, clutch inoperative (hydraulic clutch)	Brake fluid level too low	Check system. Replenish brake fluid, bleed system
	Air in system; clutch does not disengage completely	
	Master/slave cylinder leaking, aged, line is too elastic	Replace defective part. Replenish brake fluid, bleed system
	Adjustment of clevis not correct	Correct adjustment
(mechanical clutch)	Mechanical components misaligned	Replace mechanical components
	Clutch free play excessive	Check clutch free play, adjust if necessary
	Wrong clutch cable installed (too long)	Replace with correct clutch cable
	Clutch cable defective; binds or drags	Replace clutch cable
	Self-adjusting mechanism (if equipped) defective	
(manual transmission — 020 only)	Pushrod too short due to wear	Replace pushrod, check release bearing. Lightly lubricate pushrod/release bearing contact points with G 000 100 grease
(all vehicles)	Clutch pedal travel insufficient (carpet, floor mat beneath pedal). Clutch not being fully depressed	Inform customer
	Only reverse gear grinds when engaged	Inform customer. Depending on clutch diameter, wait approximately 3-6 seconds after depressing clutch before engaging reverse gear. Input shaft with clutch disc must first come to a stop
	Adjustment of shifting mechanism	Check, correct if necessary
	Bearing for shift lever and shift operation not lubricated; misaligned	Lubricate shift mechanism, replace defective parts

Complaint	Possible cause	Corrective action
<p>Grinding noises when engaging a forward or the reverse gear, shift mechanism binds, drags; shifting not possible, clutch inoperative (all vehicles) — continued</p>	<p>Clutch disc binds or drags on gears. Hub corroded, or was damaged during installation. Hub misaligned on one side</p>	<p>Check gears of hub for damage, replace clutch disc if necessary. Remove corrosion and grease residue from hub and shaft. Grease input shaft splines with extremely light coating of G 000 100. Move clutch disc back and forth; remove surplus grease. When hub is misaligned, check position of adaptor sleeves. Check release bearing, guide sleeve, pressure plate and pilot bearing. Replace if necessary</p>
	<p>Pressure plate lift-off too slight (wrong pressure plate installed)</p>	<p>Replace with correct pressure plate</p>
	<p>Pilot bearing on crankshaft defective. Input shaft still driven when clutch disengaged</p>	<p>Replace pilot bearing and lubricate with MoS₂. Check adaptor sleeves. Replace if necessary. Check shaft</p>
	<p>Engine/transmission offset too large (adaptor sleeves missing), thus support plate of clutch disc bent</p>	<p>Install adaptor sleeves prior to transmission installation. Check clutch disc, pressure plate and pilot bearing (if equipped) for damage; replace if necessary</p>
	<p>Pilot bearing in crankshaft defective</p>	
	<p>Lining worn due to excessive rpms: down-shifting at too fast a speed</p>	<p>Replace clutch disc; inform customer</p>
	<p>Lining worn from riding the clutch when accelerating</p>	
	<p>Synchronizing system and/or shifting mechanism in transmission defective</p>	<p>Repair transmission</p>

Complaint	Possible cause	Corrective action
<p>Grinding noises when engaging a forward or the reverse gear, shift mechanism binds, drags; shifting not possible, clutch inoperative (all vehicles) — continued</p>	<p>Pressure plate uneven due to wrong installation. Clutch disc distorted due to improper handling</p>	<p>Check parts, replace if necessary. Observe position of locating pins</p> <p>If grinding occurs thereafter, check splines on clutch disc hub and shaft for ease of operation, check pilot bearing (if equipped) in crankshaft. If necessary, repair transmission</p>
	<p>2nd gear grinds only when cold</p>	<p>Inform customer. If necessary, replace transmission oil with oil of different viscosity (see specs/ procedures in this manual)</p>
	<p>Diaphragm spring tips broken or bent (installation error; release bearing runs off center)</p>	<p>Replace pressure plate. Check guide sleeve; replace if necessary. Check adaptor sleeves</p>
	<p>Clutch disc too thick</p>	<p>Replace with correct clutch disc</p>
	<p>Lining rusted onto flywheel (long periods of disuse, high relative humidity)</p>	<p>Lightly sand friction surfaces. Replace parts when corrosion is severe</p>

Complaint	Possible cause	Corrective action
Clutch slips; little or no clutch action (hydraulic clutch)	Master/slave cylinder piston does not return to rest position.	Replace master/slave cylinder. Change brake fluid, bleed system.
(mechanical clutch)	Clutch cable improperly adjusted (insufficient clutch free play). Wrong clutch cable	Correct adjustment. Replace with correct cable, if necessary
	Self-adjusting mechanism (if equipped) defective	Replace clutch cable, if necessary
	Clutch cable binds or drags	Replace clutch cable, if necessary
(manual transmission — 020 only)	Clutch release pushrod oil seal in input shaft leaks	Replace oil seal, clutch disc. Clean pressure plate and flywheel
(all vehicles)	Wrong clutch disc, wrong pressure plate installed	Replace with correct clutch disc or pressure plate
	Clutch disc worn, burnt pressure plate, overheated grooves, pressure plate distorted due to wrong installation, pressing force of pressure plate too low. Driving errors, normal wear	Replace clutch disc, pressure plate. Instruct customer
	Mechanical components of transmission drag, pedal linkage binds	Clean pivot points, lubricate; repair if necessary
	Clutch disc, pressure plate, flywheel oil-contaminated. Crankshaft oil seal defective. Grease on contact surfaces from over-lubrication of hub	Replace clutch disc. Clean contact surfaces of pressure plate and flywheel. Replace crankshaft oil seal, remove surplus grease from input shaft
	Clutch disc installed from wrong side	Correct installation. Check clutch disc; replace if necessary
	Flywheel too thick; excessive wear on contact surfaces	Replace with correct flywheel. Check disc and pressure plate; replace if necessary

Complaint	Possible cause	Corrective action
Clutch pulls, power train rattles (hydraulic clutch)	Adjustment on clevis not correct	Correct adjustment
	Air in the system; master cylinder/slave cylinder defective	Replace defective part: Check brake fluid level, bleed system, check for leaks
(mechanical clutch)	Master cylinder/slave cylinder pushrod does not return to rest position	Replace defective part. Change brake fluid, if necessary. Bleed system
	Clutch cable binding	Replace clutch cable
	Clutch pedal binding Note: Prior to checking, disconnect clutch pedal from clutch cable.	Clean pivot points, lubricate if necessary. Replace bushing if necessary
	Linkage on transmission binds or drags	Clean pivot points, lubricate. Replace bushing if necessary
(all vehicles)	Engine runs unevenly	Check engine adjustment; correct if necessary
	Driving errors: acceleration rpm too low	Instruct customer
	Wrong clutch disc installed	Replace with correct clutch disc
Noises in idle (manual transmission — 020 only)	Clutch lining, contact surface of pressure plate and flywheel oil-contaminated (oil seeps out of clutch housing)	Check clutch release pushrod oil seal; replace if necessary. Replace clutch disc; clean pressure plate and flywheel
(all vehicles)	Torsion spring broken	Replace clutch disc
	Clutch disc installed without spring cage (rattling in idle)	Install clutch disc with spring cage
	Pressure plate distorted, broken, out-of-round	Replace pressure plate
	Engine runs unevenly	Check engine adjustment; correct if necessary

Complaint	Possible cause	Corrective action
Noises in idle (all vehicles) — continued	Engine mounts are too "soft"; misaligned	Check contact points. Replace if necessary, with correct engine mounts
	Shock absorbers defective	Replace shock absorbers
	Clutch lining, contact surface of pressure plate and flywheel oil-contaminated	Locate cause of contamination; repair as necessary. Replace clutch disc; clean pressure plate and flywheel
	Release bearing twisted on guide sleeve, seized (presses from one side on diaphragm spring of the pressure plate)	Replace release bearing and guide sleeve. Check mechanical components and pivot points
	Contact surface of pressure plate has lift on one side only, due to twisted release bearing	Check contact surface for clutch lining on flywheel pressure plate and diaphragm spring; if necessary replace pressure plate. Replace release bearing and guide sleeve.
	Housing of pressure plate warped during assembly. Contact surface of pressure plate has lift on one side only	
	Input shaft greased excessively (traces of grease on clutch disc, pressure plate and flywheel)	Clean grease from pressure plate and flywheel. Replace if damaged (i.e., scoring, signs of overheating, grooves). Remove all lubricant from hub and input shaft, lubricate input shaft lightly with G 000 100 . Move clutch disc back and forth; remove excess grease.