



CLUTCHTECH



TSB-CP03

Clutch Problems Caused by Damaged or Missing Flywheel Dowel Pins

When fitting a new clutch to a vehicle the flywheel should always be machined to restore the surface to original condition in order to prevent clutch shudder, rapid facing wear and slipping problems which result from a worn, glazed or burnt flywheel surface.

However, the flywheel dowel pins are often disregarded when the flywheel is machined. The flywheel dowel pins ensure that the cover assembly is correctly centralized on the flywheel, and prevent misalignment of the cover assembly on the flywheel which would cause clutch non-release and vibration problems in the vehicle. The cover assembly dowel holes are designed to fit the dowel pins to within a tolerance of 0,05mm and any dowel pin distortion or damage will therefore cause misalignment of the cover assembly on the flywheel.

When fitting a new clutch it is essential to ensure that the flywheel dowel pins are in perfect condition. Where the flywheel has been machined before clutch fitment the old dowel pins should always be replaced with new pins. Dowel pins which have been removed from the flywheel during machining should never be re-used, as they will almost certainly have been distorted or damaged during removal.

Flywheel dowel pins should never be omitted from the flywheel as it is impossible to centralize the cover assembly correctly by means of the mounting bolts, and missing dowel pins will result in clutch shudder, vibration and premature clutch failure problems in the vehicle.

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