

**CLUTCHTECH****TSB-CP05****Driven Plate Fitment Problems Caused by Worn, Dirty or Rusted Gearbox Input Shaft Splines**

Investigation of reports of new driven plates which are claimed to be a tight fit on the gearbox input shaft or do not fit onto the gearbox input shaft have shown that these problems are generally caused by excessive gearbox input shaft spline wear, compacted dirt build-up or rust in the gearbox input shaft spline grooves which have not been repaired or cleaned before fitting the new clutch.

Gearbox input shaft spline wear is commonly found on older vehicles, and is generally caused by repeated impact of the driven plate hub and gearbox input shaft splines against each other over many thousands of kilometres of driving. Input shaft spline wear can be felt by running a finger along the input shaft, and will be evident as burring in the area in which the driven plate hub operates on the input shaft. The burring will prevent the new driven plate from fitting onto the input shaft, and will also prevent the driven plate from operating freely on the input shaft in the vehicle.

Before fitting a new clutch the gearbox input shaft splines should be properly cleaned by wire-brushing and scraping all compacted dirt and rust out of the spline grooves, and de-burring using a fine file or abrasive paper if the splines are worn. The gearbox input shaft should be replaced with a new part if the splines are worn or damaged to such an extent that it is not possible to restore them to serviceable condition.

DO NOT UNDER ANY CIRCUMSTANCES ATTEMPT TO FORCE THE DRIVEN PLATE ONTO THE GEARBOX INPUT SHAFT. THIS WILL DAMAGE THE DRIVEN PLATE HUB SPLINES, RESULTING IN CLUTCH NON-RELEASE PROBLEMS ON THE VEHICLE.

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