**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**
  - **Possible Causes:** Engine/transmission misalignment
  - **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**
  - **Possible Causes:** 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

**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.

*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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