

Trouble Shooting

CLUTCH TROUBLE SHOOTING

CONDITION & POSSIBLE CAUSE	CONDITION & POSSIBLE CAUSE
<p>Chattering or Grabbing</p> <ul style="list-style-type: none"> ● Incorrect Lever Adjustment. ● Oil or Grease on Facings. ● Loose "U" Joint Flange. ● Worn Input Shaft Spline. ● Binding Pressure Plate. ● Binding Release Lever. ● Binding Disc Hub. ● Glazed Facings. ● Unequal Pressure Plate Contact. ● Bent Clutch Disc. ● Uneven Spring Pressure. ● Incorrect Transmission Alignment. ● Incorrect Facings. ● Scored Pressure Plate. ● Worn Pressure Plate, Disc or Flywheel. ● Clutch Disc Hub Sticking on Shaft. ● Worn or Binding Release Levers. ● Broken or Weak Pressure Springs. ● Sticking Clutch Pedal. ● Incorrect Disc Facing. ● Engine loose in Chassis. <p>Spinning</p> <ul style="list-style-type: none"> ● Dry or Worn Bushing. ● Misaligned Clutch Housing. ● Bent or Distorted Clutch Disc. ● Warped Pressure Plate. ● Excessive Pedal Free Play. <p>Dragging</p> <ul style="list-style-type: none"> ● Oil or Grease on Facings. ● Incorrect Lever Adjustment. ● Incorrect Pedal Adjustment. ● Dust or Dirt on Clutch. ● Worn or Broken Facings. ● Bent Clutch Disc. ● Clutch Disc Hub Binding on Shaft. ● Binding Pilot Bushing. ● Sticking Release Bearing Sleeve. ● Warped Pressure Plate. <p>Whirring</p> <ul style="list-style-type: none"> ● Incorrect Pedal Free Play. ● Incorrect Transmission Alignment. 	<p>Rattling</p> <ul style="list-style-type: none"> ● Weak or Broken Release Spring. ● Damaged Pressure Plate. ● Broken Clutch Return Spring. ● Worn Splines in Clutch Disc Hub or Transmission Input Shaft. ● Worn Clutch Release Spring. ● Dry or Worn Pilot Bushing. ● Incorrect Pedal Free Play. ● Warp Clutch Disc. <p>Slipping</p> <ul style="list-style-type: none"> ● Pressure Springs Worn or Broken. ● Worn Facing. ● Incorrect Clutch Adjustment. ● Oil or Grease on Facings. ● Warped Clutch Disc. ● Warped on Scored Pressure Plate. ● Binding Release Levers. ● Binding Clutch Pedal. <p>Squeaking</p> <ul style="list-style-type: none"> ● No Lubrication in Release Bearing. ● Worn Release Bearing. ● Dry or Worn Pilot Bearing. ● Pilot Bearing Turning in Crankshaft. ● Worn Input Shaft Bearing. ● Incorrect Transmission Alignment. ● No Lubrication Between Clutch Fork and Pivot. ● No Lubrication in Torque Shaft. <p>Heavy Stiff Pedal</p> <ul style="list-style-type: none"> ● Dry or Binding Linkage Components. ● Sticking Release Bearing Sleeve. ● Dry or Binding Pedal Hub. ● Pedal Interference With Floorboard or Mats. ● Rough, Dry or Binding Pivot Ball, or Fork Pivots. <p>Grinding</p> <ul style="list-style-type: none"> ● Dry Release Bearing. ● Worn or Dry Pilot Bearing. ● Worn Input Shaft Bearing.