

## CLUTCH TROUBLE SHOOTING

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