



CLUTCHTECH



TSB-GM11

Part A: Clutch Release Mechanism Problems

Applies to ClutchPro kits: KGM20009, KGM18001, KGM22019, KGM23004, KGM23005
(OPEL ASTRA, BARINA & CALIBRA)

When fitting a clutch to Opel Astra, Barina & Calibra vehicles, the clutch release mechanism should be carefully inspected to ensure that there are no worn or damaged parts. It is not necessary to remove the gearbox when fitting a clutch to many of these vehicles and the condition of the release mechanism is therefore seldom checked, resulting in clutch non-release, hard pedal action, vibration and slipping problems.

The gearbox input shaft sleeve, clutch release fork and clutch release shaft bushes should be carefully inspected for wear. A worn input shaft sleeve will prevent the release bearing from moving freely, causing hard clutch pedal action, vibration and slipping problems. A worn clutch release fork will cause misalignment of the release bearing on the gearbox input shaft sleeve and cover assembly diaphragm fingers, resulting in clutch non-release and vibration problems. Worn release shaft bushes will cause excessive play in the release shaft resulting in clutch non-release, hard pedal action, slipping and vibration problems. A distorted or worn clutch release fork securing bolt will allow the release fork to rotate on the release shaft, resulting in clutch non-release problems.

A new original Opel clutch cable should always be fitted when the clutch is replaced in order to prevent clutch non-release, hard pedal action, and slipping problems. The clutch cable is a wearing part and should be renewed with every clutch replacement as it is not possible to inspect a worn clutch cable visually with any accuracy. It has been found that most aftermarket replacement clutch cables available for these vehicles are poorly manufactured and become extremely stiff after a short period of operation in the vehicle.

Part B: Astra, Combo Calibra, Holden Barina & Nissan Pulsar Clutch Release Mechanism Adjustment

When fitting a clutch to these FWD vehicles the clutch release mechanism should be adjusted correctly in order to prevent clutch non-release, slipping and noise problems. The clutch release mechanism in these vehicles operates in a pre-loaded condition with no clutch pedal free play clearance, and the release mechanism should be adjusted as follows:

1. Measure the distance between the clutch pedal pad and the bottom edge of the steering wheel rim.
2. Depress the clutch pedal fully and measure the distance between the depressed clutch pedal and the steering wheel rim.
3. The difference between the two measurements should be 138mm.
4. If the measurement is not 138mm, adjust the clutch cable length using the clutch cable adjuster nut.
5. Recheck the measurement and adjust the cable length until the measurement is 138mm.
6. Depress the clutch pedal a few times and check the measurement again as a final step.

When fitting a new clutch to these vehicles the clutch cable should be replaced with an original Opel part in order to prevent hard clutch pedal action problems. The clutch cable is a wearing part and should be renewed with every clutch replacement as it is not possible to inspect a worn clutch cable visually with any accuracy. It has been found that most aftermarket replacement clutch cables available for these vehicles are poorly manufactured and become extremely stiff after a short period of operation in the vehicle.

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