



Service Info

Clutch judder on PSA and FIAT vehicles with pull-type clutch

Vehicle manufacturer: Citroën, Fiat, Peugeot

Models: All models with PSA and FIAT group working with pull-type clutch

Schaeffler Automotive Aftermarket recommends the replacement of the release fork on every clutch replacement.

Some of the vehicles from PSA and FIAT groups are equipped with a clutch kit of reverse operation. In this clutch type, release fork is pulling the release bearing in order to disengage the clutch disc, instead of pushing (see pic.1).

It is usual that, after a high number of clutch operations, this kind of release forks suffer from wear on the contact fingers. This wear may be considered as non significant.

As a consequence of the wear, the fork contact fingers create a plane surface (see pic.2), losing its spherical geometry. As a consequence, the clutch operation is not progressive, causing a sudden engagement of the clutch disc, and clutch judder when vehicle starts to move from a standstill.

It is important to remark that this clutch judder cannot be caused by the dual mass flywheel.

When visual check of the release fork is performed, it is important to consider that the areas exposed to contact against the release bearing, are located on gearbox side, so they are not possible to be checked directly. These areas have to be examined using a mirror, or disassembling the release fork from the gearbox.

It is also necessary to check the absence of free play between the release fork and its pivot axle (i.e. worn axle bushes), and the condition of the guide tube.



Picture 1



Picture 2

A worn release fork can cause at least one of the following complaints:

- Clutch jerk and judder mainly on 1st and reverse gear, caused by a non-progressive torque transmission
- Deformation or breakage of one or both release bearing lugs (see pic.4), even causing the disassembly of the release bearing from the pressure plate.

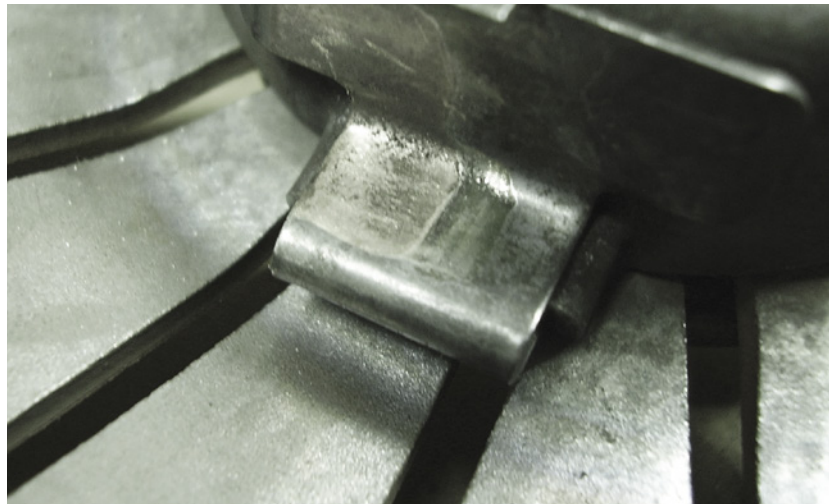
If diaphragm spring has suffered from rotation by excessive vibrations, and this rotation is causing contact to the pressure plate cover (pic.5), it will be necessary to proceed to clutch kit replacement. In such cases, it is strongly recommended to check the condition of the crankshaft damper.

Note:

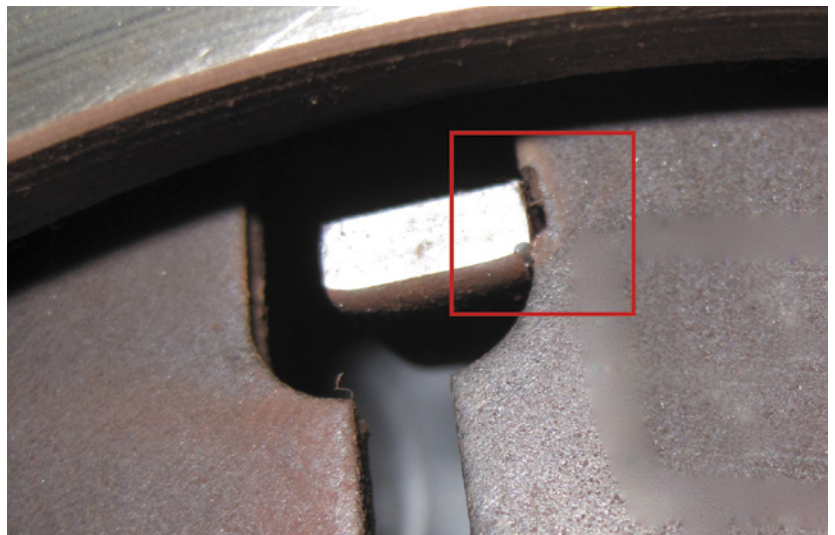
Do not apply grease on the bearing fixation ring (pic.3).



Picture 3



Picture 4



Picture 5

Please observe the vehicle manufacturer specifications!

You want more? We can help!

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