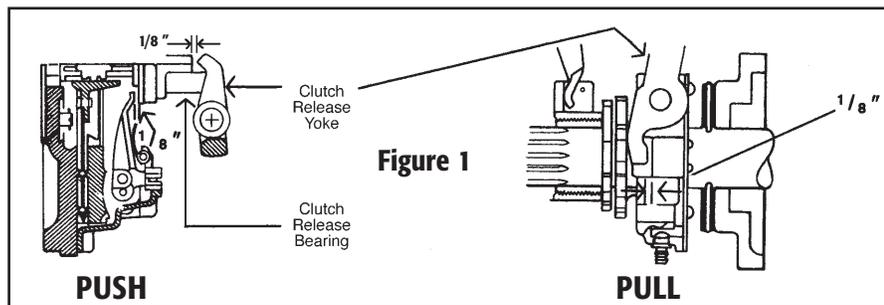


CLUTCH LINKAGE

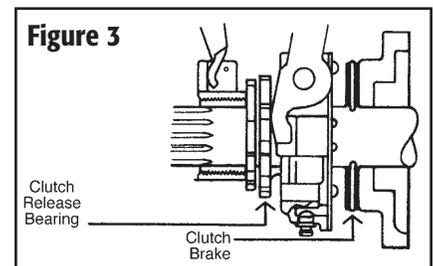
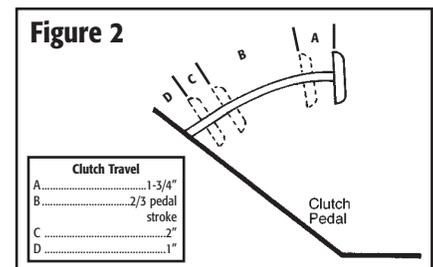
The clutch linkage is probably the most misunderstood component of the vehicle, and yet it is one of the simplest. Let us now look at what functions the linkage provides and how it relates to the pedal position.

There are four sections/zones to the clutch linkage. They are:

- 1) **Zone (A) Clutch Pedal Free-Play.** This free-play in the clutch linkage is actually clearance between the clutch release bearing and the release levers of the clutch cover (on a Push Type clutch). For a Pull Type clutch the clearance is between the yoke release cams and the release bearing housing. This zone should be approximately 1-3/4" in length. (Figures 1 and 2)



- 2.) **Zone (B) Engagement and Disengagement Zone.** This section starts at the point where you will notice a decrease in engine R.P.M. without the vehicle moving to the point on the pedal where the clutch is completely engaged. This zone (pedal travel) should be approximately 2/3 of the total pedal travel. For example, if the total pedal travel (from the floor to pedal rest position) is 9", then the engage-disengage zone should be as close as possible to 6" for smooth engagement. (Figure 2)
- 3.) **Zone (C) Complete Disengagement Zone.** An area within the clutch linkage travel allowing the driver to change gears without encountering gear clash. This zone should be approximately 2" in length. (Figure 2)
- 4.) **Zone (D) the Clutch Brake.** This area is for Pull Type clutch assemblies only. The clutch release bearing should contact the clutch brake when the clutch pedal is approximately 1" from the floor. (Figures 2 and 3). Used on non-synchronized transmissions only.



Always Remember:

- 1.) The clutch assembly job is to transmit engine torque without slipping and provide complete disengagement for gear changes (the rate of engagement or disengagement is a function of the linkage.)
- 2.) In order to obtain complete clutch disengagement, the release bearing must move the release levers 1/2".

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