

# TN – TP MAGNA CLUTCH CONCERNS

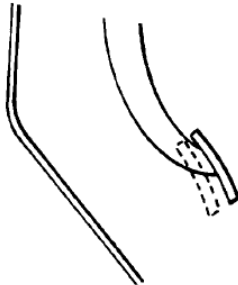

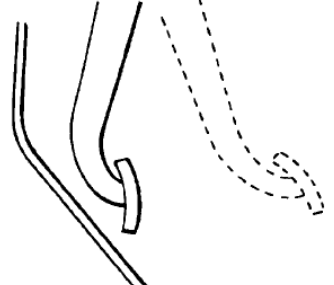
This bulletin outlines common faults experienced after fitment of a new clutch in these vehicles and to help avoid experiencing these issues.

## Rough or Notchy pedal feel:

This is caused by wear in the release bearing guide. As the Magna has a compact bellhousing design, there is nowhere for the clutch dust to go. As the clutch plate wears, the dust builds up on the release bearing guide and with the movement of the release bearing, the dust causes severe wear to the guide. The wear on this guide causes the bearing to become notchy or in severe cases, jam in the work area.

## Clutch Non-Release or Difficult Gear Selection After Clutch Kit Installation

- The Magna clutch uses a short bearing travel to release the clutch (approx. 6mm). This is because of the compact design of the bellhousing. Any wear in the release mechanism reduces the bearing travel sufficiently to cause non release. The main concern is the pivot ball and clutch fork ball seat. When replacing the clutch, inspect and replace these parts if wear is found.
- The clutch master cylinder push rod has been adjusted previously to give the clutch release bearing more travel. Incorrect adjustment can result in negating the self-adjusting mechanism and/or over-stroking of the diaphragm which will foul the clutch plate making gear selection difficult. It is important to ensure the clutch pedal adjustment is kept to the specifications below.
- Clutch dust or facing material left in the bellhousing. It is necessary to thoroughly clean out the gear box housing before re fitment. Dirt, oil and facing material from the old clutch can become lodged under the new cover assembly, causing non-release. Dirt and oil can contaminate the clutch plate facings causing shudder and slipping.

		
<p>Pedal Play: 6-13mm</p>	<p>Clutch Engaged: 173-178mm</p>	<p>Clutch Disengaged: 55mm+</p>